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IMPERIAL CONFERENCE REPORT.

THE QUESTION OF THE EMPIRE CONSTITUTION.

Distribution of the Indemnity.

(Reuter's Service.)

London, August 4.

Reuter learns that the discussions of the Imperial Conference, which concludes to-morrow, when the report will be finally adopted, covered a considerably wider range than indicated in the meagre official account. One of the most important debates centred upon the constitution of the Empire, concerning which it is believed that the Conference adopted a policy of *laissez faire*, contenting itself with declaring against the suggestion of a special conference to discuss the matter, but affirming the right of the Dominions to nominate Cabinet Ministers to represent the respective countries in future consultations with the British Prime Minister.

In the domain of foreign affairs, the question of the distribution among the parts of the Empire of the indemnity receivable from Germany in respect of reparations has been settled. No announcement has been made as regards the percentages allocated, but it is asserted that the United Kingdom receives something over four-fifths of the Empire's total, the remainder being allocated to the Dominions and Colonies in proportion to the sacrifices of each.

Weighty Problems Discussed.

The Prime Ministers rendered yeoman service in the discussion of Britain's outstanding difficulties in the foreign field, notably in regard to Upper Silesia. A wide field was covered in a series of confidential talks, the outcome of which appears to have been a resolute decision to have fulfilled in their entirety the Peace Treaties signed between the Allies and their late enemies. It is known also that President Harding's invitation to a disarmament conference was considerably debated, with a coincident suggestion of a preliminary conference between the portions of the Empire interested and the United States and Japan. The suggestion, however, was eventually dropped, owing to a lack of agreement. The defence of the Empire is said to have occupied most of the time of the Conference, being discussed from every standpoint, but the conversations were doubtless overshadowed by President Harding's proposal for a disarmament conference.

IMPERIAL AIR COMMUNICATIONS.

Dominion Parliaments to be Consulted.

London, August 4.

In the House of Commons, replying to questions, Mr. Churchill quoted the resolution adopted at the Imperial Conference on the 2nd inst., on the subject of airships: "The Conference, having carefully considered the report of Mr. Churchill's committee on Imperial communications, are of opinion that the proposals therein should be submitted to the Governments and Parliaments of the different parts of the Empire." On the understanding that the cost would be in the region of £1,800 monthly, they recommended that, pending such consideration, the existing material, so far as it can be used for the development of Imperial air communications, be retained.

AUSTRALIANS V. LANCASHIRE.

Bardsley's Eighth Century.

London, August 4.

At Liverpool, in dull weather before five thousand people, the Australians carried their score to 317 for 5 when they declared. Bardsley made 124, including two fives and thirteen fours, this being his eighth century of the tour. Andrews made 88, including a six and eleven fours.

Lancashire have scored 31 for 2 in their second innings. Rain interfered with play after lunch.

COAL EXPORT TRADES.

Extensive Orders for Britain.

London, August 4.

The journal, *The Compendium*, says: The British coal export trade has returned to normal channels, including French and Russian markets, with which nothing much is expected to be done this year. Immediately pits restarted, enquiries, then orders, came from every country in Europe, eager to mix British coal with inferior Belgian, German, and American coal, with which they were already largely stocked.

COWES REGATTA.

Sir Henry Wilson All Right.

London, August 4.

Field Marshal Sir Henry Wilson appeared on the front at Cowes today none the worse for yesterday's mishap. [The Field Marshal and Sir Charles Seely were swept overboard by heavy seas.]

AUSTRALIAN SMELTING WORKS.

Workers Prefer Less Pay to Longer Hours.

Melbourne, August 4.

Work is being resumed at the Port Pirie smelting works, employees accepting lower pay in preference.

FIRE ON JAPANESE SHIP.

London, August 4.

Lloyd's agent at Perin states that there was a fire on the steamer Sumatra Maru in the cargo part of the ship. The

THE IRISH SITUATION.

Government Spokesman Non-committal.

(Reuter's Service.)

London, August 4.

In the House of Commons, Col. Archer Shee pressed for a definite statement regarding the Sinn Féin negotiations before the recess, at least in regard to a secret Session. Mr. Chamberlain declined, upon which Col. Archer Shee asked whether the rebels were given a time-limit to reply to the proposals.

It was alleged that they were using the truce to consolidate their organisation. Mr. Chamberlain deprecated such a question amid cries of "Why? Mr. Chamberlain replied: "Because they are not conducive to a peaceful solution" (cheers).

"No Fresh Crisis."

London, August 4.

In reference to the report that the Ulster Cabinet has refused to have anything to do with the Government's offer, Mr. De Valera authoritatively announced that Sir James Craig has hitherto not received an invitation from Mr. De Valera. The situation is substantially unchanged, and no fresh crisis has arisen.

Sir James Craig presided at the North of Ireland Cabinet meeting at Belfast to-day.

THE CARUSO OBSEQUIES.

Distribution of Estate.

Naples, August 4.

Caruso's body, embalmed and lying in the *Chapelle Ardent*, is being visited by crowds. Hundreds of wreaths and telegrams of condolence have been received from all over the world. The King has authorised the funeral service to be held in the church belonging to the Crown.

It is stated that Caruso in 1919 made a will in favour of his wife, brothers, and his natural children. His widow has had official seals placed upon his personal effects on behalf of his legitimate daughter, Gloria.

New York Opera House to be Draped.

New York, August 4.

The exterior of the Metropolitan Opera House will be draped in mourning for Caruso for thirty days. Memorial Masses will be celebrated at several churches.

Six Relatives to Share.

New York, August 4.

The lawyer who drew up Caruso's will says that the bulk of the estate, the figures of which are not given, will be divided between six relatives—namely, his wife, daughter, two sons, brother, and step-mother. The lawyer says that Caruso spent money like wild-fire, and never refused to aid a distressed countryman. Caruso's income-tax in 1920 amounted to £33,000.

MEETING OF THE SUPREME COUNCIL.

Several Knotty Problems.

London, August 4.

In addition to Silesia, questions concerning war criminals, the continuance of the sanctions against Germany, and the Near East figure in the agenda of the Supreme Council. The situation in the Near East is authoritatively considered in London, to be the most difficult, and has been complicated by the intransigent attitude of the Ankara Government.

AN ALLIED FINANCIAL CONFERENCE.

Simultaneously with the Meeting of the Supreme Council.

Paris, August 4.

A conference of the Allied Ministers of Finance and financial experts will be held at Paris simultaneously with the meeting of the Supreme Council to settle numerous difficult questions left in suspense by the agreement concluded last May, including the cost of the troops of occupation, the determination of the amount of the Belgian debt to the Allies, and reparations in kind.

THE DAVIS CUP.

An English Success.

Pittsburg, August 4.

In the first set Woosnam showed flashes of brilliance, after which he deteriorated before Anderson's good, accurate driving. The Englishman led by 3-0 in the fourth set, but subsequently was outplayed.

Gordon Lowe (Britain) beat Hawken (Australasia) 6-4 6-4 and 6-1.

TO-DAY'S CHINESE TELEGRAMS.

Peking, August 5.

On hearing the report that the southern armies are preparing to attack the north, the Premier convened a secret meeting of the Cabinet in his residence. No communication has as yet been issued. Wu Pei-fu has declared that he will not go to Hupeh, but is willing to prepare reinforcements in case of need.

Shanghai, August 5. Wong Jim-yuen, Tsuchun of Hupeh, has ordered a general attack on Hunan. Another report states that Hunan troops have encountered mines and suffered heavy losses. Yuchow city is in danger.

As Hunan troops have been seen in Szachden, it is believed that the authorities there are joining hands with Hunan in its attack on Hupeh.

ANOTHER GARDEN CITY.

Big Scheme at Kowloon Tong.

The advantages of Kowloon as a residential district are being rapidly brought under survey, and in the latest scheme submitted by one of the most influential of local companies, it is proposed to convert a large area of waste land at Kowloon Tong into a residential site to be laid out on garden city lines.

It was learned at the offices of the Public Works Department to-day that application has been made by the Union Insurance Society of Canton for the views of the Government in connection with a proposal to develop no less than 639,000 square feet of land on the line of the railway at Kowloon Tong. Plans have been prepared by the Department which called for the levelling and filling up of this area which formerly lay under rice cultivation, and the extension of Waterloo road right into the proposed settlement to bring it within easy access. Connection by train, which is practicable as the site borders the railway, will be facilitated by the provision of a station or stopping place at the settlement.

The terms of the Public Works Department call for the payment of 12 cents per square foot, and the conditions of sale have been forwarded to Mr. Montague Ede, who is Chairman of the Building Committee, of which the Managers of the Hongkong and Shanghai Bank and Messrs. Jardine Matheson and Company are members.

Our representative, in the course of a number of interviews with various business-men interested in the project, ascertained that the object of the scheme is to provide cheap houses for people of moderate means, and it was to act as intermediaries for the benefit of their staffs, that the heads of the principal banks of the Colony joined the Committee.

In the event of the conditions of the Government proving favourable and present indications point that they will be, a Company will be formed for the purchase of the entire site and its development into a self-contained settlement with its own church, hall, etc. The area will be parcelled out into small portions to bring sites within the means of the people for whom the scheme is intended.

CANTON NEWS.

Reports of Further Fighting.

Our Canton correspondent writes that General Chan Kiang-ming has moved his headquarters from Whanchow to Wing Shan, which is nearer to Nanning.

A report from Wuchow states that the Kwangsi troops in Kailin have been defeated by the co-operation of both Yunnan and Cantonese forces.

Cantonese forces about 7,000 strong have blockaded Nanning, and are preparing to attack the city. The leading inhabitants and merchants are trying to persuade commander Wong Pui-kwai to surrender in order to save the city from ruin.

TYPHOON WARNINGS.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 8.40 a.m. to-day:—

Typhoon in about 125 deg. Long. E. 18 deg. Lat. N. moving N.W.

Typhoon in about 135 deg. Long. E. 20 deg. Lat. N. moving

BANQUE INDUSTRIELLE

A Brighter Outlook.

Important French comment concerning an early settlement of the affairs of the Banque Industrielle de Chine was contained in a wireless message received at Saigon last week from the powerful radio station at Bordeaux, and published in *Le Courrier d'Indochine* on July 29. The message, despatched from France on July 27, translated, reads:—

"The reason of the general meeting of the Banque Industrielle de Chine allows one to expect the rising again of the bank. At the last meeting of the Chamber of Deputies, before the recess, the Chamber invited the French Government to safeguard French influence in the Far East by pursuing all negotiations necessary to avoid the closing of the bank. The Prime Minister and Mons. Louchet have made every endeavour to realise the wish of the Chamber, which was quite in accordance with their personal feelings, and are just about to succeed in achieving something practical for their work. It was necessary to have first the agreement of the shareholders concerning the accounts for 1920 and their willingness to accept the principle of transactional settlement. There is every reason to think that the rescue of the bank will be in a few days an accomplished fact in accordance with the desire of general interests supported by the will of the Government and public opinion."

There has been much speculation locally as to the soundness of the branches of the bank in the Far East and from what one hears in reliable banking circles the solvency of the various branches in the Straits, China and Japan is considered most probable. It is thought by some that the interests of the bank in Europe and the Far East will be divided when payments are made, which, if such were the case, would enhance the likelihood of almost full payments being made in this part of the world.

TO-MORROW'S PICTURES.

Big Fight Story.

The story in pictures of Carpentier's downfall will be told in to-morrow's *Hongkong Telegraph*. In a series of six pictures will be shown how Carpentier was knocked into the ropes, hanging there halfway out, and then how, on rising, he suffered his first real knock down at Dempsey's hands. The final blow was given soon afterwards and the pictures will show Carpentier lying on the boards being counted out as subsequently being helped up by his opponent. Pictures of Carpentier, both before and after the fight, the complete an interesting series.

The *Hongkong Telegraph* has secured the first pictures of the fight to arrive in the Colony, that being made possible by the fact that the last American mail brought ordinary letters and newspapers up to and including July 2nd—the day of the fight. The *Telegraph's* pictures, however, were conveyed across America by special aeroplane and delivered on board the outgoing steamer just in time to catch the mail.

OIL-BURNING LOCOMOTIVES.

116 locomotives had been adapted for burning oil fuel, and seven were in process of adaptation, said Mr. Chamberlain in Parliament recently.

WALTER WINANS'S NATIONALITY.

It was decided by Sir Henry Duke in the Probate Division that the legal place of domicile of the late Mr. Walter Winans was Maryland U.S.A. His lordship thought that Mr. Winans manifested a life resolve by various acts not to be domiciled in England.

HEALTH MATTERS.

Paragraphs from the Report.

It is stated in the joint report of the Principal Civil Medical Officer and the Medical Officer of Health, that the demand for more houses has been as apparent during 1920 as in former recent years, and there is obviously still a deal of surface crowding.

In connection with anti-plague measures directed against rat infestation of houses, 174 ground surfaces have been cemented in Victoria and 148 in Kowloon (307 and 55 in 1919) while 198 buildings have had rat holes filled with cement in Victoria and 101 in Kowloon (923 and 726 in 1919). Obstructions have been removed from backyards in 50 houses in Victoria and 21 in Kowloon (153 and 46 in 1919).

Sanitary nuisances were dealt with by notice to the number of 6,197 in Victoria and 2,193 in Kowloon (9,617 and 3,610 in 1919), and buildings nuisances were dealt with to the number of 1,612 in Victoria and 1,860 in Kowloon (2,932 and 377 in 1919).

Notices to cease permitting mosquitoes to breed on premises were served to the number of 121 in Victoria and 63 in Kowloon.

By the Public Works Department additional training of nullahs has been carried out to the extent of 4,708 feet, and scavenging lanes have been provided to the extent of 3,883 feet.

During the year the river steamers plying between the Colony and the mainland of China brought here 727,136 persons and took away 779,179. The Kowloon-Canton Railway brought 373,776 persons and took away 365,665. This gives a total of 1,100,912 immigrants and 1,144,844 emigrants by these routes. The difference does not show a certain decrease of the population as there are other ways by which people may enter and leave the Colony, but it suggests that this number 43,932, of people have returned to South China in consequence of the recent more settled condition of affairs there.

The number of rats caught and sent to the public mortuaries for examination for signs of plague were, for Victoria 78,244 and for Kowloon 29,023, total 107,267 (104,104 in 1919).

LORD NORTHCOTE FOR THE FAR EAST.

A New York message of July 23 says:—Lord Northcliffe has arrived here. It is his intention to study the problems of the Pacific and later he will visit Hawaii, the Philippines and the Far East. Discussing the Irish situation, Lord Northcliffe said that the outlook was "very hopeful, but it must be remembered that a problem of several years cannot be settled in seven days." He declared that President Harding's invitation to a disarmament conference had been enthusiastically received in Europe and that he himself thought it was a very wise move.

News in To-day's New Advertisements.

Lane Crawford's Sale finishes to-morrow.—Page 3.
There is a four-room flat to let on Kennedy Road.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand, to-day was 2s. 9½d.

The Weather.

2 p.m. Barometer:—29.84. Temperature:—89. Humidity:—60.

Lighting-Up Time.

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HONGKONG EX-SERVICEMEN.

Inauguration Dinner Of
British Legion.

HAPPY GATHERING AT
HONGKONG HOTEL.

The members of H. M. Forces who served in the Great War suitably celebrated the inauguration of the Hongkong branch of the British Legion at a happy gathering at the Hongkong Hotel last night, when over 100 members sat down to an excellent dinner followed by an enjoyable concert.

The gathering was representative of almost every branch of the Service. There were representatives of the Navy, of the Cavalry and Infantry, of the Artillery and Tanks, of the Engineers and Machine Gunners, of the Supply Corps and the Labour Corps, who had fought on many distant fields of battle. Privates robbed shoulders with Colonels and Sergeant Majors were "pally" with 2nd "Loots" Class and rank were at a discount.

And so were stiff collars and starched shirts. Everyone was in morning dress, a rather daring departure from the rigid Hongkong custom but nevertheless one which conduced to comfort and was greatly appreciated.

Everything was very plain. For the Hongkong Hotel the spread was exceptionally so, but was nevertheless substantial and appetising and compared not unfavourably with the "bully beef and biscuit" menus of other days when such dainties as fried chicken a la maitre and peach melba were unknown.

An Impressive Moment.

The toast list was commendably brief and the speeches very much to the point. A very impressive moment was reached when "The Silent Toast" was honoured by all standing and keeping silence for one minute, at the end of which the Last Post was sounded; meanwhile the lights were subdued and a shield of small red electric bulbs displayed the words "Lest we Forget."

During the course of the dinner the Band of the Wiltshire Regiment gave a number of appropriate selections and at the conclusion of the toast list a short musical programme was submitted.

The Dinner Call.

The dinner call—"Roast Beef for Old England"—having been sounded, the President (Brigadier General MacNaghten) followed by His Excellency the Governor (Sir Reginald Stubbs, K.C.M.G.) and the General Officer Commanding (Major General Sir G. M. Kirkpatrick, K.C.M.G., K.C.S.I.), led the way to the dining room, where huge Union Jacks were conspicuously suspended from the walls.

Others present included:—Lieut.-Colonel Bird, Lieut.-Colonel Cox, Major Cassel, Capt. Fisher, Capt. Neville, Rev. Clouston Porri, Rev. J. T. Holman, Dr. Eric Stuart Taylor, Major Black, Dr. Moore, Dr. Esler, Dr. Lyon Brown, Messrs. H. K. Holmes, A. H. K. Cobb, E. C. Hudson, H. Glanville, A. G. Lamplugh, D. C. Miller, F. C. Hall, Charles Pryce, G. B. Robinson, H. Jellay, C. W. Anderson, J. F. Luby, A. Murdoch, L. S. Greenhill, S. H. Ross, O. Farrell, W. J. Hawker, T. W. Hill, E. Ralphs, N. Teesdale, Mackintosh, D. L. Ralph, R. K. M. Simson, H. W. Roger, S. E. Grimston, F. A. Joseph, G. A. Harrison, A. E. Clarke, T. M. Hazelrigg, M. Newitt, D. A. Banner, J. MacMurtrei, J. A. Clark, F. A. Pollock, T. W. Ainsworth, H. P. Symes, D. M. Larkins, C. T. Mark, Hanbury Williams, H. Spicer, A. Pierry, T. E. H. Blyth, W. Brackenbridge, H. S. Burleigh, A. R. H. Phillips, E. H. C. Hallows, H. Green, T. F. Sherman, H. W. Chaney, A. V. Roberts, A. H. Potts, J. T. Bagran, Thomas Young, L. E. Blacking, N. S. Ellis, R. M. Cable, G. T. Eveleigh, H. J. May, D. H. Blake, H. J. Pearce, R. E. Webster, H. C. Macnamara, F. W. James, J. S. Pearson, A. M. Bowes-Smith, R. Wetherell, G. H. Gibson, M. H. Turner, J. K. Shaw, T. H. G. Brayfield, A. H. Mable, J. Bartholomew, J. M. Ann, Lake, A. M. Thornhill and H. S. Hills.

The dinner, ever the President submitted the toast of "The King" and "The Prince of Wales and the rest of the Royal Family." On a signal from the President, one G was sounded by a bugler of the Wiltshire Regiment and the whole company rose as one man and paid a tribute to their dead comrades.

"Our Patrons."

The President, in proposing the toast of "Our Patrons" said: "When I was a boy I lived with my grandfather, who was the last

Chairman of the old East India Company. He was a talpan of talpans; his word was law, and he went about with a very big stick. On the occasion of my birthday I was had down in the dining room and at the end of the dinner I was given a glass of champagne and my grandfather said to me: "Now, you young blackguard, get up on your hind legs and make a speech." (Laughter.) I got up in my chair and uttered a few halting words and sat down, and my grandfather said "That's a bad speech." I am afraid when I sit down to-night you will all say the same thing as my powers of oratory have not increased or improved with advancing years.

A Righteous War.

We are met, to-night, to celebrate the inauguration of the Hongkong Branch of the British Legion and we remember, at the same time, that this day seven years ago, general mobilisation was ordered in the United Kingdom and the British Empire joined in with France, Belgium and Russia and embarked in the most righteous war the world has ever known, for the freedom of the world. (Applause). That war terminated, so far as fighting was concerned, on November 11th, 1918—four years and four months of the most sanguinary war I suppose the world has ever seen.

The Way to Get Members.

It was decided to form the Hongkong branch of the British Legion at a meeting, in April this year, of ex-service men, over which the General Officer Commanding presided. Since then we have been making very steady progress. We have now 150 members, of whom 9 are life members, and to-night we are dining 100—(applause)—not a bad start. Gentlemen, we want many more, we want every ex-service man in Hongkong and the neighbourhood to join the British Legion. I ask you all here to-night to become personal canvassers and go to people giving them with one hand the entrance form and with the other collecting the five dollar subscription. (Laughter and applause). That is the way to get members.

An Appeal.

Since the formation of the Legion we have been able to help two urgent cases of ex-service men and their families; so long as funds are available we are glad to do so; that is really what we are formed for. We want funds badly. I believe some gentlemen of the Press are honouring us here to-night and if by any chance a report of this dinner gets into the papers I hope the Hongkong public will read it and come to our assistance in the matter of funds because we can assure them that, unless money is donated specifically for recreational or social purposes, every penny goes to the assistance of ex-service men who are "down and out."

Memories of France.

There are many here to-night to whom five years of war meant a great deal; it meant a great loss to you. Nobody here appreciates that more than I do. You were just beginning your business or professional careers and when the war was over the period you gave to serve King and country did you harm in that sense. But I want to ask you, gentlemen, have you not got compensations; have you not extraordinary and wonderful memories of that time in France or Mesopotamia or wherever it was? Ought we not to be grateful that our nerves are more or less all right and that we have two arms and two legs—(applause)—and gentlemen, is there a man among you to-night, sitting at these tables, who, if the call came to-morrow, would not leave your banks and merchants' offices and join up again. (Cheers).

A Wonderful Dream.

I ask you when you feel inclined to grouse, as I do often, weren't those memories worth to you a good many hundreds of dollars? That war to me was the most extraordinary and wonderful dream a man has ever had. I look back upon all the blood, mud and squalor of those battles in Flanders and France, from the retreat up to the glorious days of October and November, 1918, and I remember all my friends who are lying out there. I wonder sometimes why it is that I look back upon all those days without a shudder and I came to the conclusion I must be rather a callous fellow. It seems to me the explanation is contained in an article I read, written by a well-known author on the occasion of the Royal Artillery war commemoration service, in St. Paul's Cathedral.

He speaks of how he stood on the steps of St. Paul's Cathedral after the service and of how the roar of the traffic in the streets below took him back to the Somme battlefield, and he finished up his article with the remark that there was a time given to a good many of us to redeem past mistakes and to regain lost ideals. I dare say we all make mistakes but we will not worry about that. But as regards ideals I think the ideals we learnt out there were those of unselfishness and forbearance. We all in these days did our level best to help one another and to see the good in one another.

"Well Done, Fight on."

Gentlemen, I think also that the reason why the British nation won the war was because it was united. (Applause). If you stood in the front line trench and looked upon the shores of England you could almost visualize the British nation looking at you and watching your movements and your actions with breathless interest and if it was good news saying "Well done, fight on" and if it was bad news "Never mind, stick it." That was the spirit which animated the British nation during the war and it is the spirit which we hope will animate the British nation again soon. That, gentlemen, is the spirit we want to have animating the Hongkong Branch of the British Legion now. With that feeling I am quite certain we shall be a great factor for good in Hongkong. We must have that feeling; without it we shall fail.

Mixing Whisky With It.

Lest his speech should be thought unduly serious, Brig.-Gen. MacNaghten concluded by telling a story of an O.C. in France who thought more of his horses than he did of his guns and had horse troughs provided for them at a place rather too near the front line. "Higher authority" ordered "Troughs must be camouflaged within 24 hours or demolished." The O.C. had a sleepless night and in the morning consulted his officers. One suggested growing watercress on the troughs but the O.C. still thinking of his horses ruled this out as the cress might give them colic. The Captain thought ducks might be placed in the troughs but the difficulty about that was, no ducks were obtainable. The Subaltern was asked for a suggestion how the water might be camouflaged. "How would it be, sir," said he hopefully, "to mix some whisky with it." (Laughter). The President concluded by formally proposing the toast of "Our Patrons."

His Excellency's Humorous Speech.

His Excellency the Governor who was given a great reception on rising to speak, said he was very glad to accept an invitation to be present on this occasion but he was not sure that he was equally glad when he realised that it would be necessary to make a speech—"a practice." His Excellency added, "which I dislike intensely, except in the Legislative Council where I feel I am being paid for it." There were exceptional difficulties on this occasion for two reasons, both arising out of General MacNaghten's speech. He was not sure whether the Chairman's last story was meant to refer to the patrons;—(laughter) also that General MacNaghten was exhibiting a striking example of the effects of heredity. Like his grandfather, he had concluded his speech by saying in effect, "Now then you young blackguard, get on your hind legs and make a speech" (great laughter). Except for the adjective "young" he felt that that was the sentiment at the back of the Chairman's mind in calling upon himself and he could only fear that he would continue to follow in his father's footsteps and say "that was a damned rotten speech" (laughter). "I wish all success" concluded His Excellency, "to the Hongkong branch of the British Legion and leave any further remarks to my hon. and gallant colleague" (Applause).

A Living Association.

Major General Sir G. M. Kirkpatrick, who was received with loud cheers, said His Excellency had told him to take up the tale where he had left off, but he was afraid he could not do so. He was very glad indeed to have that opportunity and the great gratification of dining there that night with the British Legion, Hongkong, on the occasion of their inaugural dinner. It was more than ever a satisfaction when one looked back upon the day that the decision was taken to form the Legion, because there that night they saw for themselves the evidence that the hopes expressed then had borne fruit. It was indeed a

NOTICE

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THE SINCERE CO., LTD.

"HONGKONG EMPORIUM."

living association and would be the means to continue and to keep alive all the ideals for which they fought and for which their comrades had died. Then again, through their association, through their efforts, they could further the great cause they all had at heart. Through their machinery, by their efforts, they could combine and form the link between all the British associations throughout the Far Eastern region. Recently he had been through North China and there he found associations of ex-servicemen, some large associations, some smaller ones, but all animated with the same desire—the desire to preserve, continue and cherish the comradeship which had been engendered and fostered through years of war (Cheers). He found them, too, imbued with the desire that their example should not be lost and that through their machinery, by their means, through their efforts, the rising generation, the youngsters who would have fought if they had been old enough, young men, when they arrived in this region should be given the hand of friendship (Applause)—that they should be encouraged to live up to the ideals and the traditions which their forefathers handed down to them and which they, of this generation, had done their best to preserve and which it was their duty to hand on to those who came after them (Cheers).

In response to many calls the Rev. J. T. Holman rose and proposed the toast of non-commissioned officers and men; which was received with musical honours.

A short musical programme was subsequently given, being contributed to by Mr. Bowes-Smith (pianoforte solo), Mr. Patterson ("My old Shako" and "Yeomen of England"), Mr. Pearson (musical monologue), Rev. Clouston Porri and others.

A word of praise is due to Mr. A. G. Lamplugh who was responsible for the secretarial arrangements and to Mr. Herbert J. E. Norton who capably superintended the catering.

SIR THOMAS BEECHAM'S
20s IN THE POUND.New Contracts Mentioned by
The Official Receiver.

Looking very pale, Sir Thomas Beecham was present in the Bankruptcy Court when his affairs were considered.

The official receiver, in asking that the examination should stand over for a period, said he had received a positive assurance from the debtor and his advisors that certain contracts had been entered into the day before which, if given effect to, would result in the payment of a sum sufficient to pay 20s. in the pound to all the creditors.

Sir Thomas said that naturally he was anxious to go into the witness-box at any moment, but physically he was unfit to do so.

The Registrar said that an adjournment of the public examination would not delay the distribution of the money if and when it was received, and he should therefore adjourn the case over the long vacation.

REALLY GOOD
SPECTACLES

are such a comfort to tired or strained eyes that their value cannot be over-estimated. If your eyes need glasses, they should have the best you can get. That means (1) careful and expert examination; (2) precision in the making; (3) adjustment to a nicety; (4) the best of materials. All the above, the Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting opticians, the most competent optical establishment in South China, located in 53, Queen's Road Central, offer you. Testing the sight and fitting glasses in their exclusive business.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Englishman (35) married, accountant, but a live and round man with the ability for organisation desires position. Has experience in hotel management. Apply Box 394 c/o "Hongkong Telegraph."

WANTED.—An experienced telephone operator for Bank. Please state in reply age and experience. Box No. 589 c/o "Hongkong Telegraph."

WANTED.—Furnished room for bachelor (Englishman), with board, Broadwood Road or Morrison Hill District, or within easy distance from Race Course. Apply Box No. 592 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—With immediate possession, No. 4 Queen's Road Central Hongkong. Offices only situate on the 1st, 2nd, 3rd, 4th, and 5th floors. Entrance in Duddell Street, Hongkong, with use of two lifts, each floor fitted with Electric Wiring for lights and two lavatories. Apply to Box 593 c/o "Hongkong Telegraph."

TO LET.—Shameen, Canton.—A well-built and desirable house, suitable for office and residence. Immediate possession. Apply to David Sassoon & Co., Ltd., Hongkong.

TO LET.—Four Room Flat on Kennedy Road for six months, immediate possession. Apply Box No. 595 c/o "Hongkong Telegraph."

TO LET.—Large Godown at Wanchai (known as Mody Godown). Apply Lee Hy San & Co., 202 Queen's Road Central.

TO LET.—Godown at Yau-mat. For particulars apply to the Hongkong Land Reclamation Co., Ltd.

NOTICE.

We have this day transferred the Agency of the Overseas Insurance Co. to Messrs. W. R. Loxley & Co.

E. D. SASSOON & CO., LTD.
Hongkong, August 1st, 1921.

NOTICE.

We have this day transferred the Agency of the Norwich Union Fire Insurance Society, Ltd. to Messrs. Reiss & Co.

Hongkong, 1st August, 1921.
DAVID SASSOON & CO., LTD.

NOTICE.

We have this day transferred the Agency of the Lancashire Insurance Co. to Messrs. T. E. Griffith, Ltd.

Hongkong, 1st August, 1921.
DAVID SASSOON & CO., LTD.

THE COWIE HARBOUR COAL COMPANY LIMITED.
SILIMPOON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or in contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Shippers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 2 1/2 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO., LTD.
Agents,
The COWIE HARBOUR COAL CO., LTD.

G. R.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 8th day of August, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Fo Pang, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements				Containing in Acres	Annual Rent	Upset Price
		N.W.	S.E.	S.W.	N.E.			
1	Readman Island Lot No 1421. Public Land No. 1421 Tenthon Road, Marshall Island	feet.	feet.	feet.	feet.	6.400	62	9
		65	43	120	120		3240	

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES,
CAREFUL DRIVERS.
TELEPHONE: 977.

YEE SANG FAT CO.

JUST ARRIVED
UP-TO-DATE
LADIES'
BLOUSES
CHIC PARISIEN
STYLE

Made of
Silk Crepe
de Chine,
Plain Silk
and
Voile



Assorted Colors
Assorted Sizes
YEE SANG FAT CO.

CHINA COAST OFFICERS.

Latest Changes.

Mr. E. G. Phillips, chief officer, Kwangse, has signed off. Mr. J. I. Robinson, second officer, Kwangse, has gone acting chief officer, same ship.
Mr. A. Campbell, chief engineer, Wenchow, is on leave. Mr. J. W. Kennedy, second engineer, Tatung, has gone acting chief engineer, Wenchow.
Mr. J. Anderson, from leave, has gone second engineer, Tatung.
Mr. C. A. Donnelly, from reserve, has gone superannuated second engineer, Suikyung.
Mr. E. J. Down has been appointed third engineer, Foyang.
Mr. D. S. Whyte, second engineer, Kaiping, has signed off.
Mr. P. Mungall, from leave, has gone chief engineer, Kaiping.
Mr. C. Reed, acting chief

engineer, Kaiping, has gone engineer, same ship.
Mr. C. D. M. Geyson, second officer, Kwangse, has gone second officer, Kungping.
Mr. W. Scansky, second officer, Hsinchang, has gone second officer, Hsinming.
Mr. J. B. Anderson, second officer, Hsinming, has gone second officer, Kaho.
Mr. D. Polydoroff has been appointed second officer, Hsinchang.
Mr. J. Carnochan, supernumerary second engineer, Kiangfoo, has gone supernumerary second engineer, Yushun.
Mr. R. Alexandro has been appointed second engineer, Kiangfoo.
Mr. P. H. Going, second officer, Kinshan, has gone chief officer, Suiku.
Captain W. H. Sparks, of the San Namhoi, is on reserve. Mr. D. Morgan, from reserve, has gone acting master, San Namhoi.

ON THE WATERFRONT.

New Ships For O.S.K.

The construction of two large freighters for the Osaka Shosen Kaisha at Messrs. Cammell, Laird & Co's yard, Liverpool, is under way, according to information given out this morning in Hongkong. The vessels will have a carrying capacity of 10,000 tons and when completed will be utilised in the European Line of the company. The keels were laid some time ago but owing to the unsettled state of industry at Home through strikes a shortage of materials had delayed the work of building. It is expected, however, that the new steamers will be delivered towards the end of this year. London Maru and Paris Maru are the names chosen for the vessels.

The building programme of the O.S.K. calls for five smaller vessels also. One of these, a fast passenger and mail steamer for the Kobe-Dalmy route is now under construction at Nagasaki. Her deadweight capacity will be about 6,000 tons. She will be ready for commission sometime next month, it is said. Four cargo steamers with tonnages ranging between 1,000 and 2,000 tons are on the stocks in Japanese yards. They are being built for domestic coastal trades.

Personal Item.

Mr. Maurice Shenick, port steward for the Pacific Mail Steamship Company at San Francisco, is making a trip to the Far East in the steamer Ecuador to renew old friendships after an absence from this part of the world for many months. Mr. Shenick is relieving Mr. Chas. Van Brunt of the Ecuador, who remained shoreside this voyage.

Typhoon Warning.

Two warnings of the presence of a typhoon were posted at the Harbour Office this morning, the later notice reporting the gale to be further off Hongkong than the first warning. The positions given were: At 8.40 a.m., 18 deg. north and 125 deg. east, moving in north-westerly direction; at 10.20 a.m., 20 deg. north and 135 deg. east, same direction. Further particulars of the typhoon were not received.

Siam Maru's Cargo.

Of the 560 tons of general cargo loaded at Hongkong by the O.S.K. steamer Siam Maru, which is ashore in a hopeless position near Cape Guardafui, Somaliland, the following items are the more important shipments for Europe, the local office of the Line stated this morning:—For London 50 cases lined oil, 25 cases bristles, 19 cases chinaware, 300 bales hemp; for Rotterdam 560 bags peanuts, 5 cases chinaware; for Hamburg 896 bags peanuts, 1,792 bags wolfram ore, 250 bales hemp, 100 bales feathers, 59 cases lined oil.

Passengers on Nile.

Sailing this morning the China Mail Steamship Company's Nile went out to San Francisco and wayports with a capacity list of passengers and a good showing of cargo. Notable among the passengers were:—

Mr. N. Croucher, of Hongkong, who is going to Shanghai on leave.

Mr. E. F. MacKay, manager of the Shanghai establishment of Messrs. Butterfield and Swire, who is returning after a short visit to the Colony.

Mr. Walter U. Lum, assistant general manager of the China Mail Co., and his family, who are going to San Francisco.

Mr. R. B. Wong, a director of the China Mail Co., who is bound for Shanghai.

Mr. F. M. Van Oudenhoven, who has been connected with the Chinese Government Aviation Service at Canton, is returning to the States.

Mr. W. Drude, of the Hongkong staff of the Standard Oil Co., is going to America on leave.

Ben Line Steamers.

The next vessels of the Ben Line listed to arrive at Hongkong during the coming few weeks are the Benrhine, which is expected to make port from Antwerp, Middleborough and London on August 12. Following the Benrhine are the Benary and the Benlmond. Messrs. Gibb, Livingston & Co., are the agents.

FOUGHT RIGHT ELECTIONS.

Sir Thomas Wrightson, Bart., of Neasham Hall, Darlington, chairman of Ben, Wrightson and Company, bridge builders, Thornaby, has died, aged 82. He fought eight Parliamentary elections and won three—two at Stockton and two at East St. Pancras.

DAIRY FARM NEWS.

FISH

Fillets	...	80 cents per lb.
Haddocks	...	70 " " "
Kippers	...	60 " " "
Red Herrings	...	30 " " "

CHEESE

Gouda (Full Cream)	...	\$1.25 .. lb.
Australian Cheddar	...	\$1.00 .. "

THE DAIRY FARM, ICE & COLD STORAGE CO. LTD.

TO-DAY'S RECIPE

Peach Cream.

Ingredients.—Half a tin of peaches, 1 1/2 oz. tin "NESTLE'S" Pure Rich Cream, 1 oz. gelatine, 1 gill of milk, 1 lb. sugar, 1 gill of cold water.

Method.—Place the water and the sugar from the tin in a saucepan and add the sugar, stir all till boiling, add the peaches and continue to cook until the pieces of peach look quite clear. Pour all into a basin and let the mixture get cold. Place the gelatine in a basin, pour over the milk, and let it soak for half an hour.

Then place the basin over a pan of boiling water to melt the gelatine. Mix together the contents of both basins and pour the whole into a glass dish. Pour the cream into a basin and whisk lightly with an egg whisk. When the fruit sauce is cold, add a spoonful of cream and a hair's breadth of vanilla essence. Continue to do this until the cream is used up. Pile this high on the top of the mixture in the glass dish.



NESTLE'S REAL CREAM

Obtainable at Lane, Crawford & Co. and Other Stores.

TWO SIZES.

5 1/2 oz.	...	50 cents per tin.
1 1/2 oz.	...	90 " " "

NAVAL MEN IN CIVILIAN SHIPS.

Why Liners are Used for Transport.

There has been a great deal of controversy recently regarding the transport of naval officers and ratings from the China Station to England. A local contemporary referred yesterday to a paragraph taken from the current issue of *Truth* on commanding accommodation in passenger liners when an idle warship might be used for such purpose. Our contemporary published also a paragraph from the *London and China Express* regarding the recent arrival Home of a number of officers and ratings per P. & O. steamer. This paper refers also to a new crew for a vessel on the Station and reliefs for various gunboats being sent out, and comments that the method of sending men out by P. & O. may be more economical, but it has two disadvantages. The first is that the men, if sent out in a man-of-war, are kept employed and their health is much better, and the second is that by sending men Home or bringing them out in liners the supply of passenger accommodation, for which there is a very great demand by civilians at the present time, is eaten to an appreciable extent.

To ascertain why the Admiralty prefer to use liners for this service instead of using idle warships, a *Telegraph* representative called on the Naval authorities in Hongkong. Of course, all these orders for the transport of officers and men come out from Home, he was told, but the Admiralty probably have very good reasons. It is more economical to send out reliefs in a passenger ship and where it is required to send out a large number of men, perhaps to relieve the crew of a cruiser and other ships as well, they can all come out in one liner, while one warship would not be sufficient to transport them all. With regard

to taking up accommodation which could otherwise be allotted to civilians, the reporter was told, all the officers and C.P.Os. have the usual passenger cabins, but all the men travel third class, and as the liners in the East have no third class accommodation, the lower ratings are put in the holds, which does not in any way reduce the civilian accommodation.

The officers and men, said our informer, would probably prefer to travel in a warship and perhaps later on the Admiralty will use these vessels again, but at the present time there are a number of ships, the fate of which has not been decided and the authorities at Home may be doing this only, until things resume their pre-war conditions.

BASEBALL.

To-morrow's Line-up.

Batting practice and a light workout will be held this afternoon by the Hongkong baseball club preparatory to their game with the Chidori team to-morrow. Dr. Urquhart and Ensign McLaurie will umpire the game.

Following is the line-up of the teams:—

HONGKONG.	CHIDORI.
Appel, 3b	Torada
White, ss	Hachiuma
Daugherty, lf	Umemoto
Lake, 1b	Mano
Koch, c	Otsuka
Church, 2b	Kodera
Potter, rf	Ono
Lasher, cf	Nishida
Pace, p	Ishimatsu

The game will be played at Happy Valley and will start at four o'clock.

"GRAND HOWL" FOR DUKE OF YORK.

At the first London Wolf Club rally of the Boy Scouts in Hyde Park, the Duke of York was greeted with the famous "Grand Howl." Scenes from Kipling's "Jungle Book" were performed.

NOTICES.

NETTLETON

MAKES STANDING OR WALKING A REAL PLEASURE

CALF
In black and brown.
DRESS
In palest hues.

SHOES

BUCKSKIN
and
CANVAS
In white.

GENTLEMEN'S PATENT LEATHER DRESS BOOTS WITH SUEDE TOPS. FOR SMART WEAR

INSPECTION INVITED AT THE SOLE AGENTS

J. T. SHAW,

NEXT DOOR TO HONGKONG HOTEL.

Powell Ltd

TELEPHONE 3146

SPECIAL SHOW OF GENTLEMEN'S HIGH-CLASS BOOTS AND SHOES

IN
WHITE CANVAS
AND
BUCKSKIN
WITH
LEATHER
RUBBER
AND
NEOLIN SOLES.

PRICES FROM \$4.50 to \$15.00.

GINS.

Caldbeck's Old Tom and Dry
Jas. Coult's & Co., Old Tom and Dry
Boord & Son Old Tom and Dry
Booth's No. 1 Old Tom
Plymouth (Coates & Co.)
Bols Dry Gin (London Style)

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road Central. (Telephone No. 78.)

FRENCH LESSONS.

G. MOUSSON,
15, Morrison Hill Road.

TSANG FOOK PIANO CO.,

MAKERS, EXPERT TUNERS & REPAIRERS.
Telephone 2127. 94a. Wanchai Road.

WHEN YOU THINK OF BETTER SOUP & PUDDINGS

THINK OF
THE HING WAH PASTE MFG. CO., LTD.
(No. 47-48 Connaught Road Central, Hongkong)
MANUFACTURERS

MACARONI, VERMICELLI, PASTE
STARS, ECC NOODLES &c.
RING 11P-2230.

HALL'S DISTEMPER

THE KING OF WATER PAINTS

Its Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.

Handled by all Contractors and Painters.
Write for our brochure "How to decorate your home" to

WILLIAM C. JACK & CO., LTD.

Sole Agents
Hongkong & South China.

CAMERA NEWS



HUMORIST THIS YEAR'S DERBY WINNER.



THE AMERICAN GOLF TEAM WHICH INVADDED EUROPE.

Left to right—standing—Francis Ouimet; Fred Wright; Jesse Guilford; Chick Evans; seated—J. W. Platt; W. C. Fownes; Bobby Jones, and Dr. Paul Hunter.



POPE BENEDICT AS HE IS TO-DAY.

A new picture of the Pontiff, taken in the corridor of the Vatican with Cardinal Tedeschi.



BERNARD DARWIN, THE WINNER OF THE INTERNATIONAL GOLF COMPETITION AT HOYLAK.

He is a mechanic who has done his golf playing in the evenings after his work. His victory was one of the surprises of the season.



Major General Charles Harrington, Commander of the Allied forces in Constantinople.

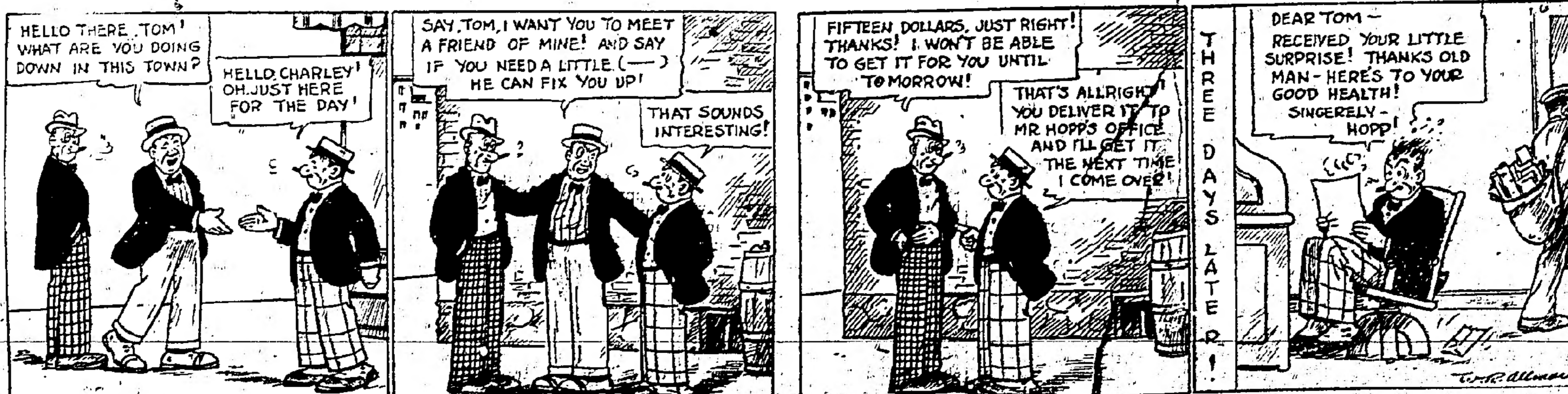


These colliers appear with the Dolly Sisters in "The League of Nations," a play in which the American stars are featured in London.

DOINGS OF THE DUFFS

The Surprise Was On Tom—

BY ALLMAN



THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"TEUCHER" 13th Aug. London, Rotterdam & Hamburg
 "TEIRESIAS" 16th Aug. London, Amsterdam & Antwerp
 "CALCHAS" 30th Aug. London, Amsterdam & Antwerp
 "KEEMUN" 6th Sept. London, Rotterdam & Hamburg
 "NELEUS" 13th Sept. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"EURYPYLUS" 8th Aug. Genoa, Marseilles & Liverpool
 "CYCLOPS" 19th Aug. Havre, Rotterdam & Liverpool
 "NINCHOW" 8th Sept. Genoa, Marseilles & Liverpool
 "THESEUS" 20th Sept. Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"PROTESILAUS" 5th Aug. Victoria, Seattle & Vancouver
 "IXION" 24th Aug. Victoria, Seattle & Vancouver
 "TALHYBIUS" 14th Sept.

NEW YORK SERVICE

(via Suez or Panama)

"HELENUS" 6th August. via Suez
 "ASCANIUS" 7th Aug. for Shanghai
 "TEIRESIAS" 16th Aug. for Singapore & London
 "ASCANIUS" 7th Sept. for Singapore & Liverpool
 "PYRRHUS" 11th Oct. for Singapore & London

For Freight and Passage Rates and all Information Apply to—
BUTTERFIELD & SWIRE AGENTS.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "AFRIKA"

will be loading for COPENHAGEN and other Scandinavian and Continental ports end of August beginning of September.

Further Sailings:—

M.S. "MALAYA" Oct. Nov.
 M.S. "PANAMA" Nov. Dec.

For further particulars please apply to—

MANNERS & BACKHOUSE, LTD.

Hongkong, 2nd August, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

From TRIESTE, via VENICE, BRINDISI and STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by **DODWELL & CO., LTD.** Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"BOLTON CASTLE" From NEW YORK.

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th July. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by **DODWELL & CO., LTD.** Agents.

CONSIGNEES.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

From JAPAN and SHANGHAI. The Steamship

"KUMSANG" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 8th inst. at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD. General Managers. Hongkong, 1st August, 1921.

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM, PORT SAID, COLOMBO AND STRAITS.

The Motor Vessel "GLENADE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th inst. at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on the 6th inst., at 10 a.m. Claims against the steamer must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bill of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD. Agents. Hongkong, 1st Aug. 1921.

"For the Blood is the Life."

Sufferers

from Bad Legs, Abscesses, Ulcers, Piles, Gonorrhea, Swellings, Eczema, Sores, Pruritus, Eruptions, Gout, Rheumatism, must realize that the only sure way to complete and lasting relief is to free the blood of the poisonous waste matter, the one cause of such troubles. Clarke's Blood Mixture contains ingredients which soon overcome and expel the impurities. That is why so many lasting cures stand to its credit.

Clarke's Blood Mixture

Pleasant to take. Of all Chemists and Stores. Refuse Substitutes. "Everybody's Blood Purifier."

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"SILVER STATE"

having arrived from New York & Seattle via ports, on July 31st consignees are hereby notified that their cargo is being landed at their risk into the Godowns of The Hon Shan Godown Co., 16 & 17 Kennedy Town Praya, Hongkong, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Aug. 6th by the Co's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after Aug. 8th will be subject to rent.

No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC S.S. CO. United States Shipping Board, Emergency Fleet Corporation, Managing Agents.

THE ADMIRAL LINE. 5th Floor, Hotel Mansions, Hongkong, 30th July, 1921.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"MONTAGUE"

having arrived from Portland Ore via ports, on 4th inst. consignees are hereby notified that their cargo is being landed at their risk into the Godowns of The Hon Shan Godown Co., Nos. 16 and 17, Kennedy Town Praya, Hongkong, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 10th inst. by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 11th inst. will be subject to rent.

No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC S.S. CO. United States Shipping Board, Emergency Fleet Corporation, Managing Agents.

THE ADMIRAL LINE. 5th Floor Hotel Mansions, Hongkong, 4th August, 1921.

M.P.'S POLO ACCIDENT.

Major H. Cayzer, M.P., who, while playing polo at Ranelagh, met with a serious accident, now out of danger.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE & STRAITS.

The Company's Steamship

"KITANO MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon Today.

Goods not cleared by the 10th Aug., 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Agents. Hongkong, 3rd August 1921.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer

"KEEMUN"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 2nd August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th Aug. will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 22nd Aug., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE. Agents. Hongkong, 1st Aug., 1921.

SHANGHAI STREET UNIONS.

The Shanghai Street Unions are about to forsake rice in the interests of Diplomacy. A Chinese press report states that it is proposed to organize a "Citizen Diplomatic Support Association" in connexion with the Pacific Conference. This conference, the report points out, is of greater importance to China than the Paris Conference, and it is suggested that the Unions may support the cause of China by discussing fit representatives, proposals which should be laid before the Conference, and communicating with Europe in the interests of China.

CONSIGNEES.

NOTICE TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

From CALCUTTA, PENANG and SINGAPORE.

The Steamship

"YATSHING"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 7th Aug., 1921, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD. General Managers. Hongkong, 1st Aug., 1921.

WORLD-WIDE SPORT.

Athletics are taught in the

Higher Grade Schools in Canada. The father of the Hon. L. H. Tennyson is Baron Tennyson, who was at one time Governor-General of Australia. His grandfather was the great poet. If all goes well "L. H." will be a British peer some day.

A great cricketer, says an Australian writer, is in Australia a matter of national concern. If his ambition, for a few years, rests in cricket, he is found what might be termed a cushy job. Employers, especially the banks and big public companies, are lavish in their encouragement, and sportsmen too. Taking a few of the Australian team at random, Mailey at home is a black and white artist, Warren Bardsley a clerk in a New South Wales Government office, Armstrong the pavilion manager for the Melbourne Cricket Club, Carter an undertaker, Macartney a government railway clerk, Pelley a medical student, and so on.

In nearly every case members of Australian eleven visiting England could play big cricket here only by becoming professionals, and that is attended by a class distinction abhorrent to the Australian spirit.

The Stewards at Epsom summoned before them T. Morgan, the rider of The Jester in the Craven Plate, to explain why he had made no apparent effort to win that race.

Morgan stated that the horse would not extend himself. The Stewards also called upon C. Morton, the trainer, to account for the discrepancy in the form shown by The Jester. He said that he was very disappointed with the running of the horse on Tuesday, and was convinced that Morgan had been unable to make him gallop. From the observation of the Stewards of the two races, and in view of S. Donoghue's statement that he had the greatest difficulty in extending The Jester in the Effingham Plate, the Stewards expressed themselves satisfied that no blame attaches to T. Morgan for his riding in the race for the Craven Plate.

COAL STILL THE MAIN FUEL.

Sir G. Bailey on Power Alcohol.

Sir George Bailey delivered the James Forrest lecture at the Institution of Civil Engineers, taking as his subject "Fuel Problems of the Future."

Civilization, he claimed, had its physical basis in fuel, and this inter-relationship had developed new features, including the fact that the future production and the use of fuel had become closely associated with social ideals and the raising of the standard of living among the mining classes. Coal, he concluded, was likely to remain for a long time the world's chief source of fuel. Its more efficient use might be secured by more careful sorting and preparation at the mine; by the improvement of boiler firing on well-known lines; and by the sorting out of its combustible constituents into fuels of higher availability or convenience by preliminary carbonization carried out either at high or at low temperatures. This had an important bearing on the development of home sources of fuel oil and motor spirit and on the production of smokeless solid fuel for domestic purposes.

In regard to oil, Sir George Bailey pointed out that the world's production in 1920 was 97,000,000 tons, of which the United States produced 64.8 per cent., Mexico 23.3, leaving just under 12 per cent. for the rest of the world. Expressed in tons, the oil output of the world was 7 per cent. of its fuel; in terms, it was 10 per cent. Sir George Bailey examined the position of fuel alcohol in the light of the report of the Committee of 1918, and that of the Fuel Research Board published in July, 1920. The latter body, he pointed out, is still carrying out its investigations. He said that until alcohol could be made from waste materials which could be collected and treated at small cost, it did not seem likely that Empire-produced alcohol could be imported into this country on any considerable scale. The production of alcohol on a really large scale as a motor fuel of high availability bristled with economic and technical difficulties, and it was still too soon to pronounce an opinion on the possibilities of the future.

KING OF SPORTSMEN.

American Ambassador's Tribute To His Majesty.

In an eulogy of sportsmanship at a dinner given to the American polo team, the United States Ambassador (Mr. George Harvey) made a special reference to the King.

He doubted, he said, if they could find anywhere living a finer example of calm, steadfast, simple sportsmanship than the King of England had manifested during that week.

As to the result of the polo match the Ambassador said:

"Let us have this game every year, let us keep our men together, and we have broken the heart of the quarrelsome and noisy individuals who are trying to keep us separate."

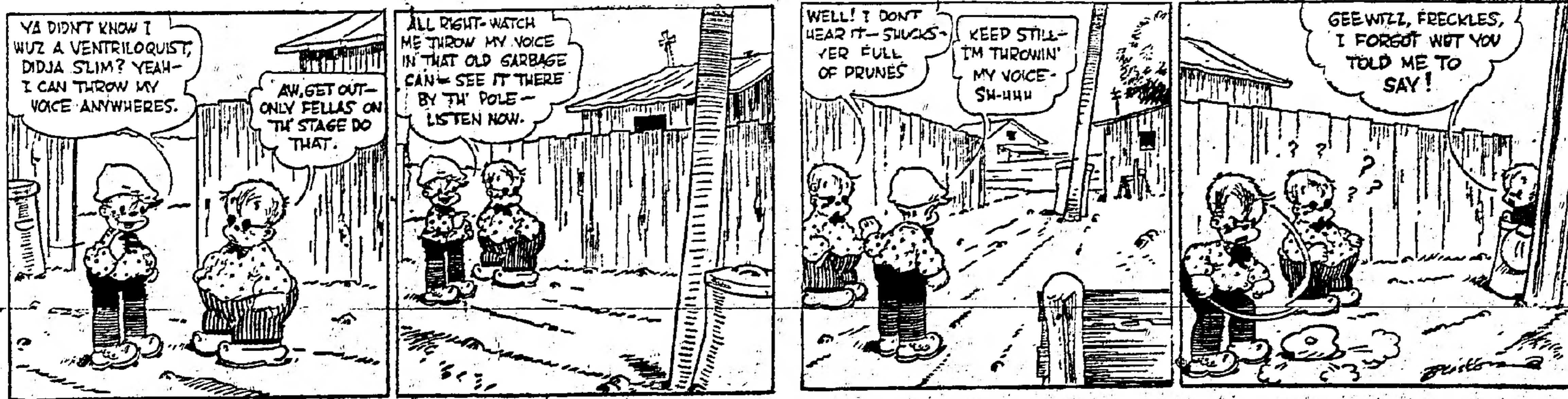
Mr. Milburn, the American captain, proposing the English team, said that all who watched the second match would agree that the English team had the better of the play.

Major Lockett, replying, said that though he voted the other day that the matches should be played every five years, now that it was over he thought they should begin again. If their games in any way cemented the friendship of the two countries, by all means let them play every year.

FRECKLES AND HIS FRIENDS

As an Assistant Tag Is Unreliable

BY BLOSSER.



MORNY Face Powder

" Toilet Waters

" Perfumes

" Dusting Powders

" Soaps

We have just received a shipment of the above from Mornay Freres Ltd of London and Paris.

A.S. WATSON & CO., LTD.

Hongkong Dispensary.

TELEPHONE 10.

Cable Address: Hongkong. Telegraph.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

Birth.

ALLEN.—To Mr. and Mrs. H. Woodward Allen, at the Peak Hospital, on August 4th, a son.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 5, 1921.

THE NAVAL ESTIMATES.

With the statement of Col. Amery (Financial Secretary to the Admiralty) on the introduction of the Navy Estimates the average Britisher will find little to complain. Now that a conference in relation to disarmament has been fixed after a lengthy period of expectancy and disappointment, there is at the first look of the thing a certain incongruity about embarking upon a construction programme. Col. Amery's speech demonstrates that such a view is illusory. Since the war we have been resting on our oars with a view to obtaining a more definite idea of the plans of the other maritime Powers. This passive attitude has been carried to an extent which some critics regard as perilous. As the Admiralty's Financial Secretary stated by way of explanation, such a course of action was only possible because of the unique war experience with which our naval personnel is equipped. During the period since the war the very existence of the Empire has been completely staked upon the high moral and the professional efficiency of the Navy; but, as Col. Amery pointed out and as is sufficiently obvious, these qualities cannot be sustained indefinitely upon obsolete ships.

We are now in a position to judge of the comparative extent of the respective Fleets, and the particulars submitted to Parliament respecting construction by the three leading sea Powers give clear support to the assertion that the programme of replacing four obsolete ships by 1925 does not contain any element of challenge or provocation. There is much ground for regret that this limited building plan should be necessary in these days of industrial depression and high construction costs, but here the British Admiralty is providing only against other fleets actually built or in the process. From the Washington conference a great deal may be expected in regard to the restriction of future programmes, but it is improbable that the other Powers attending the conference will offer to scrap ships being built. If there were any probability, or even a distinct possibility, that a cessation of this kind would be agreed to, the Government at Home might well have held its hand for a few months longer; but, unfortunately, international confidence does not yet attain to this pitch, hopeful as there is reason to be concerning the conference in the autumn.

On the technical side chief interest attaches to the declaration that the British Admiralty adheres to the capital ship as the basis of sea-power. This, notwithstanding the amount of discussion that has taken place, is only what was to be expected. The United States naval authorities have openly proclaimed, by word and deed, their belief in the "big ship," and the procedure of Japan and other countries follows the same lines. Apparently the special committee of the Imperial Defence Committee, the appointment of which was announced at the end of last year but of which no news has since reached us, has made at least a preliminary pronouncement in this sense, and the lessons of Jutland are interpreted by the Powers generally as reinforcing instead of destroying the case for the battleship, which is also the verdict of Germany's Grand Admiral, von Tirpitz. One point in the cabled messages of the debate in Parliament certainly calls for comment. The report concludes with the laconic announcement that outstanding Votes for the Supply Services amounting to no less than £240,000,000 were passed without discussion. Battleships are expensive articles, but not quite so expensive as this suggests; and even if the Votes include other matters than naval the news makes strange reading after the announcement that the Government had decided upon retrenchment in earnest.

NOTES & COMMENTS.**An Anniversary.**

Time effaces most things from our memory and yesterday provided one of the clearest instances of it. August 4th. was allowed to come and go without one single public reference to the fact that it witnessed the beginning of the greatest of all wars; not even one of the local newspapers commented on the matter. Time passes quickly, too; who would think to look back that it is seven years ago since the news was first received in this Colony that war had been declared between Germany and Britain. We remember all the excitement of it, the days that followed in which was witnessed the mobilisation of the Volunteers, the forming of guards over German prisoners, the Stonemasons' guards and the Lights duties; how the young men went away in their twos and threes—sometimes more—until Hongkong had a list of men at the front of which it could be proud. And then came the conscription, first for local purposes then for active service. The day of all days came too, November 11th, 1918, and never-to-be-forgotten scenes. It all seems a long way behind and we have travelled a long road since. We are back to the days of peace, busy with our trading, buying and selling, waiting for better times commercially, watching with anxiety the course of international affairs in Europe. The world is not out of the wood by a long way yet, but we are getting out in spirit. There is soon to be a conference at Washington to discuss the all important question of disarmament and the world's men and women are, in published thought and daily act, striving to eliminate all the prejudices and jealousies that led to the catastrophe of which yesterday was the anniversary. And the common hope of mankind is that they will succeed.

A man living at 345 Reclamation Street, Yaumatei, has reported to the Police that his wife, aged 30, has absconded with a servant girl, eleven years of age.

Yesterday's health return shows that there were two non-fatal cases of plague and one fatal case of smallpox. All the sufferers were Chinese.

A Chinese passenger, 37 years of age, on the steamer On Lee berthed at the Hau Tak Wharf, died suddenly yesterday. He was returning to his native village.

We learn that Major H. J. F. Wallis, Wilts. Rgt., arrived by the "Kitano Maru" on Tuesday, for duty with the 2nd Battalion, in relief of Major G. Le Huquet.

Another thief caught red-handed at Kennedy Town Bathing beach this morning sentenced to three months' hard labour and four hours' stock by Mr. G. N. Orme.

The body of a young Chinese male was found floating in the Harbour near the M.B.K. coal yard, Yaumatei. There were no marks of violence and the theory is that the boy was accidentally drowned.

The remains were sent to the public mortuary of a Chinese male, aged two years, who died in Polo Street, Tai Hang, whilst carrying two baskets of vegetables yesterday afternoon. He collapsed and died suddenly.

A Chinese was admitted to the Government Civil Hospital suffering from a knife wound in the back, which was caused during a street fight. The police are detaining this man in connection with an assault charge.

The J.C.J.L. Tjitaroom arrived yesterday from Batavia with 66 undesirable on board. The Secretary for Chinese Affairs is arranging for their repatriation. The steamer Sui Sang has arrived from Saigon with 34 undesirables on board.

Mr. Ellison, timekeeper of the Takoo Dockyard, has reported to the Police to-day that on Wednesday night someone entered his bedroom in "The Bungalow" within the compound of the Dock and stole jewellery and other articles to the value of \$45 from the room.

Following on the seizure of 1,320 taels of raw opium of the value of \$2,604 on board the str. Chungva, four Chinese were charged before Mr. G. N. Orme at the police court this morning with being in possession of the drug. One of the prisoners admitted that the box in which a quantity of the opium was found was his, while the others disclaimed any knowledge of the contraband notwithstanding that they all occupied the same cabin. For the first prisoner, who was represented by Mr. Leo D'Almada, bail was fixed in the sum of \$20,000, whilst the others were admitted to bail in the sum of \$250 each.

The sudden death of a Russian woman occurred on board the steamer Hwah Chie moored in the Harbour last night. The woman—Mrs. Tarassina—in company with her husband and two relatives had just arrived on the steamer from Java, and were to embark on the steamer Nile to-day for Shanghai. When stepping into bed last night, Mrs. Tarassina uttered a cry of pain and then dropped to the deck dead. About 9 p.m. Mrs. Tarassina took some medicine and it was an hour later when she expired. Whether heart failure or an overdose of medicine was the cause of death will be determined by a post-mortem examination.

tion that these medical institutions are doing when they have educated such a large percentage of Hongkong Chinese to leave their own ways of treatment—ways that are by no means inefficient in many instances—and adopt the foreign (and more enlightened) methods.

DAY BY DAY.

GET THE SCENT IN YOUR NOSTRILS AND KEEP YOUR NOSE TO THE GROUND, AND DON'T WORRY TOO MUCH ABOUT THE END OF THE CHASE. THE FUN OF THE THING IS IN THE RUN AND NOT IN THE FINISH.—G. H. Lorimer.

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THE BOOKSHELF.

(By "Librarian.")

ON DICTIONARIES.

In its original form the dictionary was essentially a one-man work, stamped with the individuality of its compiler, such as made the Great Lexicographer world-famous. Of course, clerical assistants might be employed; this was merely for the copyist's task. Nowadays this kind of undertaking calls for a whole society of collaborators. Innumerable supplementary sections are appended, giving the work an encyclopaedic character. Even in regard to the part which may be called the dictionary proper, the subject is handled with such wealth of detail and specialised knowledge as to call for the co-operation of many hands. A page is filled with the names of the contributors in one American production of the kind that I have been glancing at. The modern dictionary, quite a library in itself, may run to several volumes, but the one-book form appears still to be preferred by the compilers, sometimes to the inconvenience of the user. Assuredly the Post Office would rule it out of book-post, its bulk and avoidpoids being more appropriate to a pantechnicon.

Nevertheless, there are scholars heroic enough to engage in such enterprises single-handed. An example is Prof. Weekley, whose "Etymological Dictionary of the English Language" (John Murray, 42s.) is a storehouse of entertainment as well as of enlightenment. Particularly interesting is the lore which he has gathered concerning words derived from names, illustrating the process by which proper nouns, through extended usage, gain wider currency as common nouns (or other parts of speech).

A long persistent myth, that the word "tram" derives from a Mr. Outram, the reputed inventor of tramways, is exploded by the discovery that "trams" were running in English collieries long before this worthy gentleman was born, the railroads being called "tramways." Tradition is right in the matter of "hansom" cab, this vehicle famous in literature, and so popular with some literary men as almost to have become their place of abode, being invented by Joseph Aloysius Hansom, in 1834. "Macintosh" we owe to an inventive Scot, Charles Macintosh, who patented a waterproof cloth in 1823.

"Boycott" is a gift to the world from Captain Boycott, of Lough Mask House, County Mayo, whose prosecution by the Irish Land League in 1880 brought it into use. The remarkable thing is that this word has passed into many European languages. "Boycott" and "boycottage" are now good French. The German dictionary has its "boycottieren," the Dutch its "boycotten," whilst Russia has appropriated "boycotirovat" (to boycott) and "boycotirovanie" (boycotting).

"Bunkum," it appears, is a child of the city of Buncombe, North Carolina. The story goes that a pompous orator, having bored the House of Representatives with a wearisome speech, was taken to task by a friend. "I was not speaking to the House," the speaker candidly replied. "I was speaking to Buncombe"—his exacting constituency.

It is possible that many quite respectable writers have used the word "bunke" innocently unaware of the fact that it was born at the foot of the scaffold upon which William Burke was hanged at Edinburgh, on January 28, 1829. Upon discovering that dead bodies could be disposed of to surgeons at the rate of £7.10.0, William Burke resorted to body-snatching, but, finding the business rather tedious, began murder on a wholesale scale. Fifteen persons were disposed of, but the fearsome business came to an end through Burke's companion in crime turning King's evidence. Burke was duly hanged in the presence of an immense crowd, who shouted "Burke him!" Thus was the word handed down to posterity, though hardly one speaks of burying the question with somewhat less sinister meaning.

Old Sam Johnson himself was responsible, consciously or unconsciously, for a word of this type, as we say "Johnnies" for composition of the ponderous order. Then we have "instadum" for a style of road-making invented by the engineer of that name. Among verbs we have "to bowdlerise," signifying to vary the rendering, from Dr. Bowdler, who edited an expurgated edition of the Bard. Of

adjectives ready examples are "protean," for much-changed, from "the mythical wizard who was credited with the power of transforming himself; and pyrrhic," for costly, from Pyrrhus, king of Epirus, whose victory over a Roman army cost him so many troops that, as he confessed, a few more such successes would have meant the annihilation of his forces. The list might be extended indefinitely, so numerous and varied are the examples.

TO-DAY'S MISCELLANY.

It is fair to say, perhaps, that the permission given to M.P.'s to introduce their wives into the galleries of the House—from which all other "strangers" are still excluded—is an act of justice, and completes, in a sense, the House of Commons for members' wives have long had a definite if generally silent share in their husbands' Parliamentary achievements. In later life, it is true, Mrs. Disraeli generally contented herself with waiting in her brougham in the precincts till her "dear Dizzy" could rush out and share a picnic dinner with her in that confined space; but members' wives have generally looked on when their husbands were making great orations, and, in the more or less dark ages, the wife of one famous Minister is said to have put on a man's dress in order to be able to creep into the Strangers' Gallery. Nor in the days of the old grille were the passions of the House absent from the Ladies' Gallery. There were stories not so long ago of a decidedly vigorous interchange of repartees between two political ladies during a time of stress. And it is perhaps just as well that the wives of rivals will be able now to set a sufficient distance between each other when feeling is running high downstairs.

The stories just published of the artificial cultivation of pearls are scarcely more surprising than an incident related in the biography of the late Professor Legge, remarks a writer in a Home journal. While he was living at Malacca he and Mrs. Legge gave a home for some months to a granddaughter of the

first Dutch governor of the Straits Settlements. She had several pearls got from oysters found in a river in the Malay Peninsula. On leaving her boat and boatmen, this Dutch girl gave them a small box containing a large pearl the size of a pea with a blue spot on it, and two others not so large. The box was then put away and locked up. Several weeks later Dr. Legge took it out and on opening it discovered more than a dozen pearls, most of them very small. Astonished at the phenomenon, he called his chief servant, a Portuguese, who expressed no amazement but declared it to be a common occurrence. "In inquiry," Dr. Legge found that many of the Dutch people had jars of pearls, large and small, which had accumulated in this way. Some years later he related the incident at dinner on board ship. The captain was a cautious Highlander and said nothing, but two years later he happened to meet Dr. Legge in Hongkong, and said to him: "It's true, Doctor! 'What is true?' 'What you told us about the pearls.' The captain added that he had disbelieved the story at the time, but had investigated the matter on his voyages between China and Calcutta, and had found substantial confirmation of it.

The old order changeth, even with "Hansard." The greater freedom of utterance which members of Parliament permit themselves in these days is reflected in its solemn pages, though darkly, as through a glass. Not long ago Mr. Ronald McNeill was faithfully reported in referring to his opponents as "damned stupid." Following the general newspaper usage, "Hansard" dispensed with the Victorian dash, and printed the horrid word in full. But somehow, try as it may to reflect accurately the colloquial and popular, the Official Report still retains an element of rigidity. Speaking the other day on the Housing Bill, Lieutenant Commander Kenworthy was making the point that legislation which favoured the moneyed classes did more than Communist propaganda to promote disorder. "It is not the twopenny-ha'penny pamphlets which are scattered about the country," he said. "It is not the 2d. pamphlets," says the Official Report. But there is a much greater difference between "twopenny-ha'penny" and "2d." than there is between tweedledum and tweedledee.

Between Ourselves

By Robt. MacWhirter.

There's lots of folk who think there's a call for plain speaking on many matters of public concern. There's no lack of talk, but as a rule it is not talk of the right kind. The voice of expediency is oft heard while the pen of conviction is allowed to rust. We all our big questions its eye the same, plenty of talk, much of it airy and therefore uncontrollable but ask to get his elbows four-square on a desk and commit his chatter to paper and it's a dog of a very different colour altogether.

Ye meet a man in the street chuckful of a grievance that's perfectly willing to waste half-an-hour of your valuable time and is ready to swear to every fact on an Eiffel Tower o' bibles but just you ask him to send ye a line or two on the subject and that's the last ye hear of it.

Well, that's easily understood in a way. A man's maybe used to giving his vocal chords and his imagination full play but when he sees their concrete form in black and white he begins to think of all he ever knew about the law of libel and how after all his plate lies under so many ladies in this Colony—and well, this Horatio Bottomley kind o' business doesn't pay after all. So he loses no sleep in the hinder-end though very often the newspapers lose a good story. We have this sort of news source on the one hand.

One the other, we have the chap that's eye looking for trouble and crossing more bridges before he comes to them than our P. W. D. could ever hope to see built in a generation. He's the kind o' chap whose ex-parte brain runs away wi' him and whose sole object in life seems to get a grouse out of his system via the newspapers. He'll never take the trouble to verify anything but leaves it to others (supposed to have nothing else to do) to accept his abortive mis-statements and to bear the brunt of it

when the truth comes out. To air one's views is human and by switching the truth a train of lies is soon made up. And a half truth makes a whole lie look measly beside it. I've aye noticed too that when a man gets a chance to dispose of his troubles he aye leaps up the measure. There's lots of folk too, that think that it's a privilege to listen to their tale of woe.

There's some letters on the other hand I get that are no' as silly as they look. Ye've got to watch out for that kind. A rolling stone gathers no moss but it's different thing wi' the rolling globe. It's easy for a sharp man to make a tool out of a dull one. So that's why ye've got to be careful. Some folks ca' ye "pawky" but better than a plain damned fool. Second-hand experience is almost as good as new and what's more forbye, it costs ye less. Some folks in this Colony think that the newspapers here should be like the laundry that advertised:—

"Don't kill your wife—let us do your dirty work."

Having got all that out of my system I would just like to tell the man who wrote me about his fare from Sheung Shui that I'm no' on for making any comment about it. He was charged the correct fare. The fact that the Government gave excursion return rates to golfers who go from Hongkong to Sheung Shui doesn't make the slightest difference in his case. If he had enquired politely from the Stationmaster he would have got all the necessary information. Does he think I'm fool enough to ask silly questions concerning the whys and the wherefores of differences in fares on our railway just because he was daft enough to get stranded at Sheung Shui and had to pay \$1.60 to get back. Not much. I'm no' going to dirty my nest through his silly chit. He made a mistake. It's Winslow he should have written to, no' MacWhirter.

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England

Shanghai, Nagasaki, (Moj) Kobe, Yokohama, Vancouver & Montreal.

PACIFIC STEAMER	FROM HONGKONG	DUE VANCOUVER	ATLANTIC STEAMER	FROM CANADA	DUE LIVERPOOL
E. Japan	Aug. 15	Sept. 5	E. France	Aug. 15	Aug. 19
E. Asia	Aug. 18	Sept. 8	E. Britain	Aug. 15	Aug. 19
E. Russia	Aug. 25	Sept. 15	Malta	Sept. 23	Oct. 7
Monteagle	Sept. 13	Oct. 3	E. France	Oct. 15	Oct. 25
E. Asia	Sept. 20	Oct. 10	E. France	Oct. 18	Oct. 28
E. Japan	Sept. 27	Oct. 17	Victoria	Nov. 11	Nov. 20
E. Russia	Oct. 4	Oct. 24	Victoria	Nov. 18	Nov. 27
Monteagle	Oct. 11	Oct. 31	Victoria	Nov. 25	Dec. 4

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping cars, Compartments & Dining rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 752. Cable Address GPCANAC.



HONGKONG TO SAN FRANCISCO.

Via SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

Steamer	Leave Hongkong	Arrive San Francisco
TAITO M.	22,000 Aug. 12, 11 a.m.	KOREA M. 20,000 Sept. 10
SHIBERIA M.	20,000 Aug. 27	SHINYO M. 22,000 Oct. 2
SHINYO M.	22,000 Sept. 9	PERIA M. 9,000 Oct. 15

Calling at Dairen.

Omitting at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

Via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MULLENDO, ARICA & IQUIQUE.

Thence by TRANS-ANDERSON ROUTE TO BUENOS AYRES.

STEAMERS

GINTO MARU 16,400 Aug. 18th.

ANYO MARU 18,700 Sept. 20th.

For full information regarding passengers, freight, and savings apply to—

Y. TSUTSUMI, Manager.

King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC

GREEN STAR LINE

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO SINGAPORE.

TO VANCOUVER & SEATTLE (via MANILA).

"WEST ISON" 30th Aug.

TO LOS ANGELES & SAN FRANCISCO.

(Via Shanghai, Japan & Honolulu.)

"WEST JENA" 30th August.

Also, cargo accepted for Transshipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE: 11th Floor Powell & Coy. Building, 12, Des Voeux Rd., Tel. 2065.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG FOR NEW YORK & BOSTON.

STEAMERS. SAILING DATE.
"ESTHER DOLLAR" via Suez 15th AUG.
FOR NEW YORK.
"BESSIE DOLLAR" via Panama 25th SEPT.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 792
THIRD FLOOR 795

Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

S.S.	From Hongkong	Arrive Seattle
Silver State	Aug. 15	Sept. 2
City of Spokane	Aug. 20	Sept. 7
Keystone State	Sept. 2	Sept. 22
Wenatchee	Oct. 2	Oct. 22

PASSENGER & FREIGHT

FOR TRIESTE & HAMBURG.

S.S. CHINA SEAS 25th August.

FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe & Yokohama.

S.S. Montague Aug. 7. S.S. Abercos Sept. 3.
Through Bills of Lading issued to Overland common points Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor Hotel Mansions.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.
REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

GLYMONT	Sailing Sept. 7
CAUARETTA	Sailing Sept. 15

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

LAKE ONAWA	Sailing Aug. 3
LAKE FARRAR	Sailing Aug. 15

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor Hotel Mansions. Passenger Office.
Tel. 2477 & 2478. (Queen's Bldg. 2, Ice House St.)

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. BELLFLOWER Aug. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.,

THE ADMIRAL LINE,

AGENTS.

Telephone 2477 & 2478. 5th floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to Singapore & Belawan Deli direct.

Giving connection with the "MELCHIOR TREUB" sailing for Batavia the 5th of August.

This vessel offers excellent cabin-accommodation for passengers.

Single and double cabins.

wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN.

Telephone No. 1574. Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"HELENS"	via Suez Canal	6th August.
"ATREUS"	via Suez Canal	29th August.
"CITY OF CANTON"	via Suez Canal	8th September.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila and

Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
RAJIA	August	Amsterdam & Hamburg	8th Aug.
TJISONDARI	September	Rotterdam & Hamburg	25th Sept.
ALDERAMIN	October	Rotterdam & Hamburg	24th Oct.
BOERUE	November	Amsterdam & Hamburg	19th Nov.

For full particulars please apply to

JAVA CHINA JAPAN/ LYN

General Agents,

York Building.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Abeichi, from Osaka.
Miss Haber, Hongkong hotel.
(2) from Amoy.
Fanjat, from Tientsin.
Boswell, from Kobe.
Skoursky China Merchant.
S. Hsinchang, from Shanghai.
Vitaly, Hongkong Hotel from Shanghai.
Retransmitted from Shanghai
Brent Tesser Care International Bank Corp. from New York.
Yuwoochong, from Shanghai.
0691, from Hankow.

5940, from Shanghai.

TH. KRING.

Superintendent.
Hongkong, Aug. 4, 1921.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

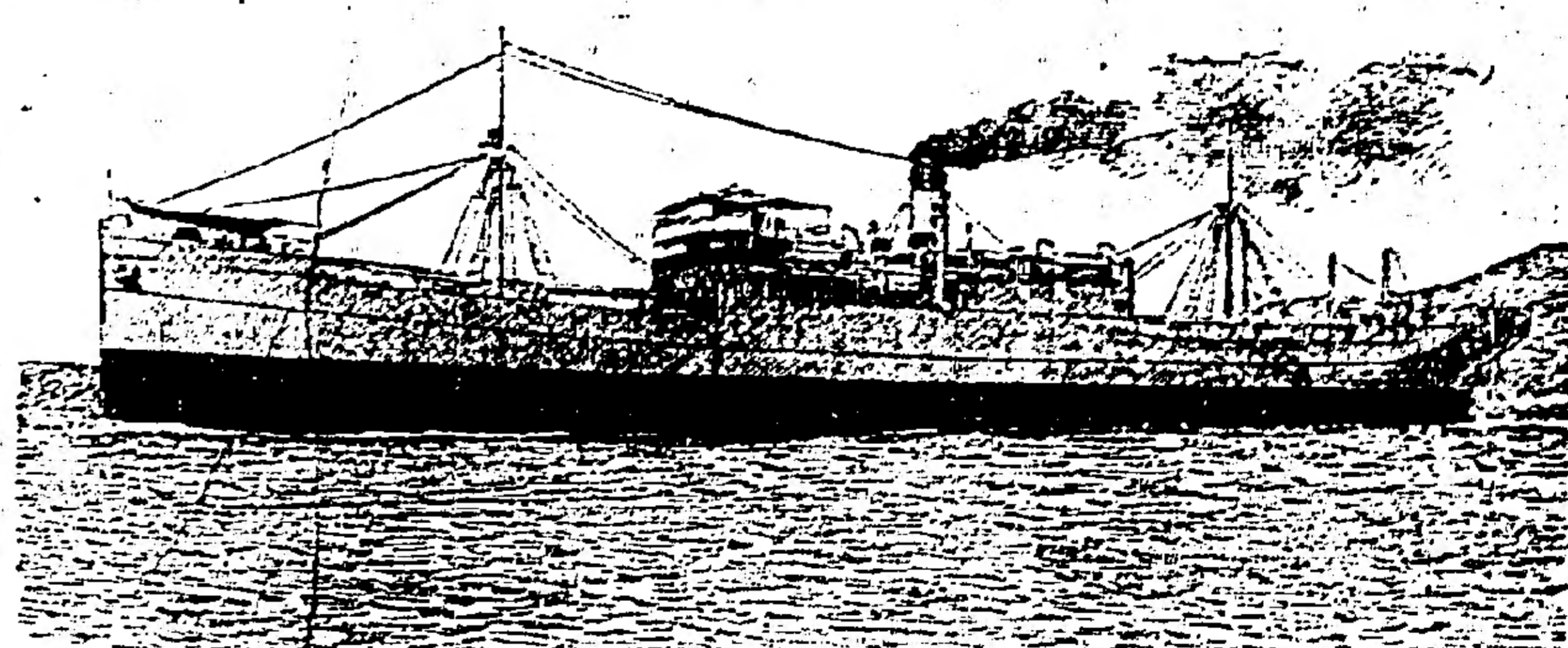
Don, from Singapore.
Egnop, from Sydney.
Hajee, from Macao.
Gingacel, from San Francisco.
Hurdutroy, from Calcutta.
Kawamura, from Manila.
Raymond care Chas, from Bombay.
Wildcat, from New York.

M. E. F. ABBEY.

Superintendent.
Hongkong, Aug. 4, 1921.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition
Western Union and WatkinsDock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians

S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.: 5,195 ton gross

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG TO SAN FRANCISCO.
via Shanghai, Japan Ports and Honolulu.

S.S. NILE	S.S. CHINA	S.S. NANKING
Aug. 5th	Aug. 9th	Sept. 18th

HONGKONG TO SINGAPORE.

S.S. NANKING	S.S. NILE	S.S. CHINA
Aug. 31st	Oct. 4th	Oct. 15th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada
also
Cargo accepted on Through Bills of Lading for transshipment at Sea
Franklin to weekly sailings for principal Atlantic Ports.FRANKLIN'S BUILDING,
TELEPHONE, PASSENGER DEPT.ICE HOUSE STREET,
TEL. PASSENGER DEPT. & AGENT.
No. 1934. No. 2161.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
 STRAITS & BURMA, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KALYAN	9,000	6 Aug. 11 a.m.	M'ses, London & Antwerp.
MANELA	7,200	35th Aug.	M'ses, London & Antwerp.
DUNERA	8,400	19th Aug.	S'pore, Colombo & B'way.
KASHMIR	9,000	2nd Sept.	M'ses, London & Antwerp.
KHYBER	9,000	15th Sept.	M'ses, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,100	18th Aug.	Calcutta via Straits.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	23rd Aug.	Melbourne via Manila, Thursday.
EASTERN	4,000	19th Sept.	Island, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

DUNERA	8,400	8 Aug. 10 a.m.	Shanghai only.
ARRATON	4,500	10th Aug.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Passengers' Mailing not more than 24 hrs. before sailing.
 The Company's Office is open on the day previous to sailing.
 For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO.
 22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Omitting Manila) Tuesday, 3rd Aug. at 11 a.m.

KATSEI MARU (Omitting Manila) Friday, 5th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KLEISI ... Sunday, 14th Aug. at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

TOTTORI MARU ... Monday, 22nd August.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Tuesday, 16th Aug. at 11 a.m.

TANGO MARU ... Tuesday, 20th Sept. at 11 a.m.

NEW YORK VIA PANAMA.

LYONS MARU ... Thursday, 18th August.

TAKAKURA MARU ... Thursday, 25th August.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU ... Friday, 15th September.

BOMBAY & COLOMBO via Singapore.

HAKATA MARU ... Monday, 18th August.

MORIOKA MARU ... Saturday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.

HAKODATE MARU ... Sunday, 7th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Friday, 19th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MIYO MARU ... Wednesday, 17th August.

INABA MARU ... Friday, 19th Aug. at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. K. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on at about	Will leave on at about	For
Tjitaroom	Java	in port	11th Aug.	Japan
Tjikini	Java	11th Aug.	16th Aug.	Shanghai
Tjiliwong	Hongkong	loading	11th Aug.	Belawan
		8th Aug.		Delit Jawa
Tjileboet	Japan	17th Aug.	20th Aug.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on at about	Will leave on at about	For
Tjikembang	Java	28th July	6th Aug.	San Francisco

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
 Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE"

Sailing on or about 2nd August.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE"

End of August.

FOR SHANGHAI

S.S. "TRIESTE"

Sailing on or about 18th August.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports:—

S.S. "UMONA"

Sailing the beginning of September.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
 SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	in Hongkong	for Australia

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

London, Rotterdam, Hamburg & C'gow	Kasama	11th Aug.
London, Rotterdam, Hamburg	Sandon Hall	19th Sept.
London, Rotterdam, Hamburg & C'gow	Kentucky	11th Oct.

For particulars of sailings shippers are requested to approach the undersigned.

Subjects to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

CLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENARIFFE"	21st Aug.
"GLENARA"	4th Sept.
"GLENAPP"	30th Sept.
"CARNARVONSHIRE"	10th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENADE"	3rd Sept.	GENOA, L'DON, R'DAM & H'BURG
"GLENAMOY"	6th Sept.	GENOA, LONDON & ROTTERDAM
"GLENARA"	25th Sept.	GENOA, R'DAM, H'BURG & HULL
"GLENARIFFE"	26th Sept.	GLASGOW & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to:—

JARDINE, MATHESON & CO., LTD.

AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3896.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on or about the 20th Aug.

For Freight and Passage apply to:—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Tel. 3307.

113, Connaught Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG	Wingsang	Sun., 7th Aug. at 8 a.m.
SHANGHAI via Swatow	Walshing	Mon., 8th Aug. at noon.
HAIPHONG via Hoibow	Loksan	Tues., 9th Aug. at 8 a.m.
BANGKOK via Swatow	Leesang	Tues., 9th Aug. at 10 a.m.
SANDAKAN	Hinsang	Tues., 9th Aug. at noon.
TIENTSIN	Cheongshing	Tues., 9th Aug. at noon.
SHAI & T'au via S'ow	Tungshing	Wed., 10th Aug. at noon.
KOBE via Shanghai	Fooksang	Tues., 16th Aug. at 10 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returners from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between Hong Kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHAI & NEWCHWANG	Ichang	6th Aug. at 4 p.m.
SHANGHAI & TSINGTAO	Suiyang	7th Aug. at 4 p.m.
SWATOW & SINGAPORE	Changchow	7th Aug. at 10 a.m.
SWATOW & BANGKOK	Chusan	9th Aug. at 10 a.m.
SHANGHAI	Szechuen	9th Aug. at noon.
SHANGHAI	Sunning	11th Aug. at noon.
SHANGHAI & TSINGTAO	Chenan	13th Aug. at 4 p.m.
SHANGHAI	Hangchow	6th Aug. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation and ships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Aug. 5, 1921

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailong	W. Couper	FRI., 5th Aug. at 2 p.m.
Hailong	W. C. Parmore	TUES., 9th Aug. at 2 p.m.
Hailong	A. H. Stewart	FRI., 12th Aug. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Samarang Maru" ... Sailing on or about 21st Aug.

FOR JAPAN.

Ports of call:—Moj, Kobe, Osaka and Yokohama.

S.S. "Borneo Maru" ... Sailing on or about 9th August.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraphy.

For further particulars please apply to:—

K. SUZUKI,

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

A NEW PORT IN SHANTUNG.
 With regard to the opening of a port at Tsinlunchow, Shantung, it is reported that a company has been fully organized to carry out the scheme. It is said that the Shantung provincial authorities and the various Ministries concerned in Peking are ready to support the undertaking. The company has already collected \$3,000,000 and proposes that the Government should furnish the remaining \$300,000. It is understood that the Ministry of Finance has offered to provide Treasury Bonds for that amount and that the Shulwobu is considering the question of establishing a Customs station at the port.

NEW WHITE STAR STEAMER.
 The White Star Line has purchased from Lord Inchcape, acting on behalf of the Reparations Committee, the ex-German steamer Columbus, a remarkably fine new vessel of about 35,000 tons gross register. The Columbus, which is practically completed, was built by F. Schichau and Co., Danzig, where she is now lying. She is a twin-screw steamer with a length of 275 feet over all, and a breadth of 33 feet, and will steam about 19 knots, carrying about 2,700 passengers. The Columbus will take her place in the near future in the White Star Line mail and passenger service between Southampton, Cherbourg and New York.

NEW CHIEF ENGINEER SURVEYOR TO LLOYD'S REGISTER.

The Committee of Lloyd's Register have acceded to the desire of Mr. James T. Milton M. Inst. C.E., who has held since 1920 the important position of chief engineer surveyor to the society, that he should be allowed on account of his advancing years, to retire from that office on the 30th September next. Mr. Milton's connection with Lloyd's Register will not, however, be completely severed, as arrangements have been made by which the committee will be able to avail themselves of his wide knowledge and experience should occasion arise. Mr. Milton's tenure of office has covered a period of rapid advance and many changes in the industry of marine engineering. Among these may be noted the use of basic steel, the use of higher tension steel for boilers, the introduction of quadruple-expansion engines, the introduction of steam turbine engines, first with direct drive and afterwards with reduction gear, the use of water tube boilers, the introduction of Diesel and other oil engines, and the use of oil fuel. The Committee of Lloyd's Register have appointed Mr. H. Ruck-Keene, M. Inst. C.E., who has been Mr. Milton's assistant for the past twelve years, to succeed him in the office of chief engineer surveyor.

PORT OF SANMEN.

There was renewed talk during the year of the possible opening to trade of Sanmen Bay, an inlet on the Chekiang coast, 50 miles south of Ningpo as the crow flies. This place first came into prominence in February 1899, when the lease of the bay and certain railway rights were bestowed by Italy, but subsequently renounced. The idea now would seem to be to invite overseas Chinese to provide capital for exploiting Sanmen and its hinterland which is asserted literally to teem with mineral wealth. Simultaneously optimistic expectations, in fact, are entertained regarding the place as were conceived with respect to Santiao, when that port was first thrown open to trade in 1899. And it may be said that, in situation and general physical characteristics, Santiao and Sanmen resemble each other to a quite remarkable degree. But, its magnificent harbour and other natural advantages notwithstanding, Santiao has been unable to make much headway, owing to the mountainous nature and productive poverty of the country immediately behind it; and before expending capital in any attempt to develop Sanmen, promoters of the scheme would do well to pause awhile and study the prospective revenue from trade or other sources, the area of country to be tapped, and the possibilities of extending that area, as

CHINESE EXCHANGES.

"Bucket Shops" in Disgrace.

A correspondent addresses the following letter to the *North China Daily News*:

I think that the attention of the Chinese authorities should be called to the abuses that exist in the local Chinese exchanges. These exchanges are not exchanges at all but are really gambling establishments or what the Americans call "bucket shops." With the exception of only a few bona fide cash transactions, selling and buying does not take place with a view to delivery. The intention of the customer is merely to pocket the difference between the price which he pays and the price to which the commodity or stock rises. The dealings are simply in profits and losses, not in the securities or commodities themselves. As prices fluctuate, the differences flow into the pockets of the winners.

There are now in Shanghai over 40 exchanges which have come into being within the recent months. These exchanges cover nearly all the important Chinese trades.

Most of the quotations are for forward transactions. Hundreds of thousands of piculs of Tungchow cotton are "bought and sold" on the Stock and Produce Exchange and the Cotton Exchange every month and it is safe to say that only a few piculs actually change hands at the end of the month.

Looking up the quotations of the Yarn Exchange and Cotton Exchange, we find that they are all for forward deliveries—from August right up to December. Mr. Wang, who does not own a single picul (not to say picul) of Tungchow cotton, may go to the Cotton Exchange and tell his broker to sell for him 1,000 piculs of this commodity for September delivery and of course if the price goes down in the meanwhile, an order to buy 1,000 piculs is given to the broker. The winner then pockets the difference after paying the brokerage. Similarly Mr. Chang can buy 200 Hanyehing shares for September delivery without the slightest intention of taking up the shares at the end of September.

One of the many evils of these exchanges is that all the money spent in them by the customer has no effect upon the market. If a man buys 200 shares of a certain stock, he is entitled to the strengthening effect which his buying has upon the price of that stock. But as the broker buys practically nothing, there is no effect. The pretended buying of hundreds of thousands of piculs of Tungchow cotton on these so-called exchanges will not add a fraction of a cent to the price of the commodity nor will the pretended selling of this amount either increase or lessen the price of the consumer or lessor their cost.

Tungchow cotton was quoted in the Stock & Produce Exchange on Saturday at Ts. 29.25 for July. The figure is of course fictitious. It is stated that the real market value is about Ts. 26 per picul. If Tungchow cotton really reaches Ts. 29.25 per picul, local mills will promptly use imported cotton.

A large quantity of cotton is stocked in local godowns and it is reported that 10,000 piculs are on the way from Tungchow. The high quotation is, therefore, ridiculous.

The whole thing is making a mockery of the great processes of industry and trying to live upon them without taking part in them.

If one exchange collapses, the whole lot will go to the wall and we can be sure that the effect which the collapse will have on legitimate business will be far greater and far more ruinous than the effect of the great rubber disaster, because the amounts involved are simply fabulous. What surprises the writer is the support which is given to some of these exchanges by Americans and Frenchmen. One of these exchanges is advertised to have been incorporated under U. S. laws while another is said to have been registered with the French Consul. I do not know what the French law is on the subject but "bucket shops" are certainly prohibited under U. S. laws.

In many cases, registration of these exchanges has been refused by the Nungshangpu in Peking, because in one Taoyin district, there can only be one exchange for one trade. At present there are in Shanghai, two silk exchanges, two coal exchanges, two gold exchanges, and half a dozen stock, cotton, yarn exchanges, besides two night exchanges and one Sunday exchange.

MURDER OF AN ENGLISHMAN AT BOULOGNE.

Callous Crime For Shall Sum.

A confession has been made by one, Daguebert, of the murder of an Englishman, Mr. Gourlay.

When first questioned, Daguebert said that Mr. Gourlay, after selling him a motor car, drove off with three other Englishmen.

Suddenly the police official on prevarications short by saying "Let me show you Gourlay's body," and at that Daguebert threw up the sponge, and confessed to a murder committed in an extraordinarily cold-blooded and deliberate way for the sake of a small sum of money.

According to his own story he was sitting with Gourlay in the sitting room of his house, bargaining about a motor car, which Gourlay wished to sell. Daguebert's young sister was in the room, and he told her to set the gramophone playing so as to smooth the negotiations. At last the price was agreed upon—15,000 francs (£2300).

THE MURDER.

Gourlay leaned forward to write and, with the gramophone still playing to drown the noise, Daguebert coldly and deliberately shot his victim twice through the head. Then he dragged the body into another room and hid it there for two days before he summoned up courage to bury it in his garden.

After he had hidden the body Daguebert went out to a cafe in the market square, where Gourlay's chauffeur was waiting, and told him that his employer had driven off with three Englishmen in a Vauxhall car. Daguebert confessed that the three Englishmen and the Vauxhall car were entirely imaginary and invented for the purpose of allaying suspicion against him.

After his confession Daguebert was driven in a police motor car to the scene of his crime. By this time the news of his presence had got abroad, and the police had some difficulty in protecting their prisoner at points on the road where the hostile crowd was so thick that the car could hardly pass.

THE MURDERER GOES ABOUT SMILING.

What seems particularly to have aroused popular feeling has been the demeanour, at once callous and hypocritical, of Daguebert since his crime. He has been going about smiling and apparently careless, and also going to church on Sundays with his fiancée, and even going to Communion.

Daguebert had to make a great effort to nerve himself to look into the excavation in his garden where Gourlay's body was still lying, and afterwards he was made to be present at the autopsy, which was conducted in his own garage, the body being brought in from the garden and placed on a table.

One bullet was found in the dead man's brain, and this fitted Daguebert's revolver, but the other bullet had evidently passed right through, and could not be found.

Later in the evening the prisoner was confronted with his sister, and listened to her plying questions for two hours before she would admit any knowledge of the crime.

Then at last she admitted that, two days after Gourlay's disappearance, her brother had confessed to her that he had killed the Englishman and was burying his body in the garden. Since then the unhappy girl has had to go about with this terrible secret on her mind in order to shield her brother.

As these exchanges exist in the International Settlement and in the French Concession, the fact that they are not registered with the Nungshangpu in Peking, does not worry the worthies who are managing these exchanges. It is evident that local legislation is necessary as the Chinese residents are only subject to the jurisdiction of the Mixed Court which is under the Consular Body.

EXCHANGE.

(Opening Rate: closing Rate on Page 11.)

SELLING.

1/1T	2/3
Demand	2/9 1/4
10 d/s	
4 m/s	2/9 1/4
1/1T Shanghai	Nom.
1/1T Singapore	119
1/1T Japan	102 1/4
1/1T India	210 1/4
Demand, India	
1/1T San Francisco	49 1/4
1/1T New York	158
1/1T Java	Nom.
1/1T France	6 45
Demand, Paris	

BUYING.

4 m/s L/C	2/10 1/4
4 m/s D/P	2/11
5 m/s L/C	2/11 1/4
30 d/s, Sydney and Melbourne	3/ 3/4
30 d/s, San Francisco and New York	53 1/4
4 m/s, Marks	Nom.
4 m/s, France	7 05
4 m/s, France	7 25

Demand, Germany	49 1/4
Demand, New York	158
1/1T Bombay	Nom.
Demand, Bombay	210 1/4
1/1T Calcutta	Nom.
Demand, Calcutta	210 1/4
4 m/s, Yokohama	102 1/4
Demand, Manila	103 1/4
Demand, Singapore	119
Demand, Batavia	158
On Haiphong	Nom.
On Saigon	
On Bangkok	76 1/4

Sovereign	Nom. 7.00
Gold leaf per Tael	30.20
Bar Silver, ready	38 1/4
forward	38 1/4
Bank of England rates	5 1/2
New York/London	3.57 1/4

SUBSIDIARY COINS.

H.K. 50 ct. pieces	1 1/2 par.
10 "	1 1/2 par.
5 "	1 1/2 par.
Canton sub. coin	15.6 par.

Hongkong Aug. 5, 1921.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.

H.K. & S. Bank	b.	715 extra.
Chartered Bank	b.	407 1/4
Ind. of E. Asia	b.	132

Marine Insurance.

Antonia	sa.	410
North China	sa.	144
Union	sa.	215
Yangtze	b.	241 1/2
Far Eastern	b.	12

Fire Insurance.

China Fire	b.	72
H.K. Fire	b.	37 1/2

Shipping.

Hongkong	b. & sa.	51
H.K. Steamship	b.	26 1/2
Indos (Pref.)	b.	34
Indo Def. Lon. Rec.	b.	287 1/2
Indo Def. H.K. Rec.	b.	285
Abell	b.	102 1/2
Perma	b.	10

Refineries.

Sugar	b.	192 sa. 190
Malacca	b.	35

Mining.

Kailash	b.	82 1/2
Langkate	b.	
Shanghai Loans	b.	104 1/2

Shai Exploration	b.	\$ 1
Rubus	b.	22 1/2
Troch	b.	15 1/2
Ural Caspian	b.	15 1/2

Docks, Wharves, Godowns, &c.	b.	93
H.K. Wharves	b. & sa.	93
H. Docks	b.	195
Shai Docks	b.	135
N. Engineering	b.	124

Land, Hotels & Building	b.	145
Centrais	b.	210
H.K. Hotels	b.	199
H.K. Lands	b.	10 1/2
H.K. Lands	b. & sa.	35
K. Lands	b.	122
Reclamations	b.	57
West Point	b.	57

Cotton Mills	b. & sa.	224 1/2
Yuen Yik	b.	
Lau Kung Mow	b.	
Oriental	b.	17
Shai Cotton	b.	150
Yangtze	b.	

Miscellaneous	b.	17
China Light old	sa.	11
Do. Light new	sa.	10 1/2
China Providents	sa.	12 1/2
Dairy Farms	b.	23 1/2
Electric H.K.	b.	23 1/2
Electric Macao	b.	21
Hongkong Ropes	b.	25
H.K. Tramways	b.	13 1/2
Peak Trams, old	b.	9
Do. new	b.	1
Steam Laundries	b.	8 1/2
Steel Foundries	b.	10 1/2
Water-boat	b.	16
Watsons	b.	8 sa. 7.50
Wm. Powells	b.	18 1/2
Wisemens	b.	25
do New Issue	b.	20

Hongkong, Aug. 5, 1921.		
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PENINSULA HOTEL (Kowloon) (under construction)	
HONGKONG HOTEL GARAGE	
TOWN GARAGE & SHOW ROOMS (Pedder Street)	
RUSSELL STREET GARAGE	
REPULSE BAY GARAGE	

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RIVER LEVELS.

As a guide to skippers and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

	Highest W. L. over recorded Feet	Lowest W. L. over recorded Feet	W. L. 1921 Aug. 3	W. L. 1921 Aug. 4
Wuchow, West River	+19.50	-2.42	37.60	38.30
Kongmoo, "	-14.70	-0.80	6.90	6.20
Linkongchow, North	-37.00	0	4.50	4.30
Samsui, "	-27.25	-5.00	9.90	10.20
Shoklung, East	-15.15	-0.98	0.30	

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NOTICE.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.

8.00 a.m. to 11.00 a.m. Every 15 min.

11.00 a.m. to 12.00 p.m. Every 15 min.

12.00 p.m. to 1.00 p.m. Every 15 min.

1.00 p.m. to 2.00 p.m. Every 15 min.

2.00 p.m. to 3.00 p.m. Every 15 min.

3.00 p.m. to 4.00 p.m. Every 15 min.

4.00 p.m. to 5.00 p.m. Every 15 min.

5.00 p.m. to 6.00 p.m. Every 15 min.

6.00 p.m. to 7.00 p.m. Every 15 min.

7.00 p.m. to 8.00 p.m. Every 15 min.

8.00 p.m. to 9.00 p.m. Every 15 min.

9.00 p.m. to 10.00 p.m. Every 15 min.

10.00 p.m. to 11.00 p.m. Every 15 min.

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12.00 a.m. to 1.00 a.m. Every 15 min.

1.00 a.m. to 2.00 a.m. Every 15 min.

2.00 a.m. to 3.00 a.m. Every 15 min.

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